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BALTIMORE, JUNE 24, 1909.

Mr. James D. Evans, secretary Board
of Trade, Florence, S. C., writes to the
MANUFACTURERS' RECORD:

There is no other medium known to the
writer which is doing such good work for
the South generally, or which our board
would be more pleased to interest in Flo-
rence, Florence county and the Pee Dee sec-
tion of South Carolina than the MANUFAC-
TURERS' RECORD.

RECLAIMING WET LANDS.

Indicative of the general revival of
business conditions is a report made
by J. G. White & Co., Inc., to its stock-
holders, in the course of which it is
said:

The business of the company is generally
in better condition, and the prospects are
more encouraging than any time during the
last four years.

As this report shows that the com-
pany now has under way construction
work in this country aggregating \$17,-
000,000, it is in a position, by reason
of the magnitude of its operations and
the variety of its engineering and con-
struction undertakings, to judge as to
the business outlook.

Referring to the broadening of its
construction and engineering opera-
tions, attention is called to the fact, as
showing the importance of the develop-
ment of irrigation enterprises, that this
company now has a large staff exclu-
sively devoted to irrigation work, in
which it is taking an active part in
financing, engineering and construction.
It likewise has a similar department,
with its special staff, devoted exclu-
sively to hydro-electric developments.
Necessarily the hydro-electric develop-
ment, which is very active in the South,
brings this company into connection

with large construction enterprises in
this section.

As this company is devoting time and
attention in financing and engineering
irrigation enterprises, it would seem to
the MANUFACTURERS' RECORD that it
could very wisely afford, in view of the
almost limitless field, to give equal at-
tention to reclamation work, and thus
take part in the great engineering and
construction activities which are in-
evitable in the near future in reclaim-
ing the overflowed and wet lands of
the South and other sections. There
are vast possibilities for reclamation
work fully rivaling, if not surpassing,
as investment opportunities the irriga-
tion work of the West, which has
claimed so much attention.

Already a number of large investors
in the West, familiar with the possibil-
ities of reclamation, are at work in
Louisiana, the most recent announce-
ment reported to the MANUFACTURERS'
RECORD being that of the purchase by a
Western syndicate of 14,000 acres of
land for reclamation. Among the peo-
ple interested in this undertaking are
J. G. Fairbanks, president of the Fair-
banks Steam Shovel Co. of Marion,
Ohio, and his associates, who are thor-
oughly familiar with reclamation work.
Mr. Edward Wisner of New Orleans,
who has been a leader in awakening
widespread interest in reclamation,
in a letter to the MANUFACTURERS' RE-
CORD, referring to this company, says:

The Aux Chenes Land Co. is organized for
the drainage of 14,000 acres of land 30 miles
below New Orleans, on the east side of the
river. The moving spirit in this enterprise
is J. G. Fairbanks, president of the Fair-
banks Steam Shovel Co. of Marion, Ohio. Mr.
J. W. Fairbanks is the secretary and local
manager. They have already launched the
hull for the dredgeboat and have secured the
other equipment, and will begin actual op-
eration about July 1.

It is the intention of Mr. Fairbanks to colo-
nize this land with people from Ohio. This
land is within the orange and trucking belt,
and is one of the most important moves to-
ward development that has occurred recently.

UNITED STATES STEEL CORPO- RATION IN THE SOUTH.

Judge E. H. Gary, chairman of the
United States Steel Corporation, in the
course of a letter to the MANUFACTURERS'
RECORD in regard to the South and
the interest of the Corporation in that
section, writes:

It has been my intention to visit Birming-
ham. Indeed, I had planned to be there at
the annual meeting of the Chamber of Com-
merce, but circumstances prevented my go-
ing. I wrote to the president of the chamber
that I would try to be there, though I could
not make preparation for an address. It is
now my intention to go to Birmingham some
time during the fall, and I hope nothing will
prevent.

We have a very high opinion of our prop-
erties there. I have no hesitation in saying
that I believe we shall find it to our great
benefit to continue the expenditure of large
sums of money in the development of our
properties and the increase of our business
in the South. All well realize that it takes
a great deal of time and money to properly
extend a great manufacturing plant. I think
the natural resources and location of the
Birmingham district make it one of the best

places for the manufacture and distribution
of iron and steel products.

In this letter Judge Gary, voicing the
feelings of the greatest iron and steel
concern in the world, expresses his be-
lief that "the natural resources and
location of the Birmingham district
make it one of the best places for the
manufacture and distribution of iron
and steel products." This statement
will in itself carry weight throughout
the business world. It is an added
endorsement after 18 months of own-
ership of the Tennessee Coal, Iron &
Railroad Co. of the great iron and steel
making possibilities of Alabama, and
added to this endorsement, which, con-
sidering the source from which it
comes, is the highest that can be given
by any business organization in the
world, is the statement of Judge Gary
to the effect that he believes it will be
to the great benefit of the Steel Corpo-
ration to continue the expenditure of
large sums of money in the develop-
ment of its properties and the increase
of its business in the South. It is a
matter of profound interest to the en-
tire South to have this official state-
ment from Judge Gary, for it shows
that the Steel Corporation intends to
utilize the vast properties which it has
in Alabama for large developments
which will inure to its own profit and
to the very great benefit of the South.
It is not, of course, to be expected
that the Steel Corporation will push
this development of its plant beyond
the possible consumptive requirements
of the district. The situation in the
South is somewhat different from that
of the Central West and North, where
an enormous demand exists for steel in
all its forms, whereas this demand in
the South must necessarily to some ex-
tent wait on the general industrial and
railroad progress of the South. Added,
however, to the consumption of the
South is the possibility of handling for-
eign trade from Birmingham. With the
rapid and assured development of the
South and the great expansion of for-
eign trade in steel and iron products,
we believe that the Steel Corporation
will be justified from every point of
view in carrying forward its develop-
ment on a large scale, and Judge Gary's
assurance that he believes that the Cor-
poration will find it profitable to con-
tinue large expenditures there indi-
cates how the officials of that organiza-
tion regard this section. Every busi-
ness interest in the South would be
benefited by the expansion of the Steel
Corporation's work in this section.
Since the Corporation bought the Ten-
nessee Coal, Iron & Railroad Co., 18
months ago, it has expended about
\$6,000,000 in the betterment of its Ala-
bama plants, and we have no doubt
that the time will come when it will
be deemed wise to expend a much
larger amount.

In this connection a letter from Geo.
G. Crawford, president of the Tennes-
see Coal, Iron & Railroad Co., in reply
to an inquiry from the MANUFACTURERS'
RECORD, is of interest, as it bears

on the possible growth of consumption
of iron and steel in that district. Writ-
ing under date of June 16 Mr. Craw-
ford says:

In reply to your inquiry of the 31st, regard-
ing steel products rolled at our mills at Bes-
semer, Ala., the products of these mills are
being sold at a lower price throughout the
territory to which we have lower freight
rates than the price quoted to these points
from Northern plants.

The price f. o. b. cars Bessemer is \$4 per
ton less on bars and about \$3 per ton less on
plates than the Pittsburg price with the
freight added, this difference of \$1 per ton
being due to the fact that the railroads haul
the plates to this territory for \$1 per ton
less than they haul bars from Pittsburg.

This gives the Birmingham district the ad-
vantage of its geographical position to fur-
nish steel to the territory naturally tributary
to it at prices lower than plants with higher
freight rates will deliver.

The selling prices as quoted in Mr.
Crawford's letter offer the Birming-
ham community steel at prices which
should enable the industries there to
build up rapidly. It is but natural that
if the market increases beyond the ca-
pacity of the present mills the Tennes-
see Company will enlarge its operations
rapidly enough to meet the require-
ments of the district.

CONFESSED FAILURE IN GOV- ERNMENT.

Climaxing three months of tariff re-
vision, costing the country hundreds of
millions of dollars, is the confession of
failure contained in the special message
of Congress urging an excise tax upon
net income of corporations and joint
stock companies. Confession of failure
is emphasized by the avoidance pleaded
taking the form of adoption from radi-
calism of a political weapon loaded at
both ends. That the President, himself
a lawyer, six lawyers of his Cabinet
and another lawyer of the Senate hold
that the proposed tax is constitutional
does not diminish the danger from the
weapon. The Constitution of the
United States provides but one agency
for the determination of the constitu-
tionality of an act. That agency is the
Supreme Court. The Constitution,
moreover, does not recognize the Su-
preme Court as a body empowered to
act in accordance with ephemeral pub-
lic opinion, or with pressing political
party exigency, or with anything save
the Constitution itself. If the recom-
mendation in the special message of an
amendment to the Constitution grant-
ing the Federal Government the right
to collect an income tax from individ-
uals is to be regarded as a throwing of
a tub to the whale, the recommendation
of the collection of the more limited
income tax from corporations and joint
stock companies must be regarded as
permission to the whale to swallow the
whole outfit.

The great pity is that the enormous
loss to the country in the special session
of Congress and the indefinite prolonga-
tion of that loss in the proposed slide to
the corporation income tax were un-
necessary, save from the political cam-
paign standpoint. The practical-minded
man of business would have sought to

discover the cause of a decrease in the customs revenue of the Government before demanding legislation looking to an increase; he would have inquired whether there was not room for economy in disbursements. A start might have been made in the study of the figures of ordinary net receipts and disbursements of the Government during the 10-year period 1899-1908. They follow:

	Receipts.	
	1899.	1908.
Customs.....	\$296,128,481 75	\$285,680,653
Internal revenue.....	273,437,161 51	250,714,008
Public lands.....	1,678,246 81	63,501,102
Miscellaneous.....	34,716,739 11	
Total.....	\$515,960,620 18	\$539,895,763

	Disbursements.	
	1899.	1908.
Civil.....	\$119,191,256 90	\$175,420,408 57
Military.....	229,841,254 47	175,849,452 99
Naval.....	13,942,104 25	118,037,097 15
Indian.....	12,805,711 14	14,579,755 75
Pensions.....	139,334,929 07	153,892,467 01
Interest.....	39,826,925 02	21,426,138 21
Total.....	\$605,072,179 85	\$653,196,319 68

Receipts do not include receipts from loans, premiums or Treasury notes, or revenues of the Postoffice Department.

Disbursements do not include payments for premiums, principal of public debt or expenditures for the postal service paid from the revenues thereof.

These figures are from official publications of the Government, which do not agree absolutely. In connection with them must be considered the statement recently made by Senator Aldrich that in the official statement of receipts and expenditures heretofore made by the treasury the proceeds of the sale of canal bonds have not been included in the receipts, while the disbursements for the purchase and construction of the canal have been included in the table of expenditures.

On the surface the comparison of 1899 and 1908 is rather appalling. In that 10-year period, with a population of the country increasing from 74,318,000 to 87,189,000, or by 12,871,000, equal to 17.3 per cent., the receipts of the Government increased from \$515,960,620 to \$599,895,763, or by \$83,935,143, equal to 16.3 per cent., and the disbursements from \$605,072,180 to \$653,196,319, or by \$48,124,140, equal to 8.9 per cent. In the opening year of the decade disbursements exceeded receipts by \$89,111,559, and in the closing year disbursements exceeded receipts by \$59,300,557. But in the decade the total receipts were \$5,736,158,420 and the total disbursements were \$5,536,965,096, or a total of \$199,193,324 of receipts in excess of disbursements. The comparison for each year follows:

Years.	Receipts.	Disbursements.
1899.....	\$515,960,620	\$605,072,180
1900.....	567,240,852	487,713,792
1901.....	587,685,338	509,967,353
1902.....	562,478,233	471,190,858
1903.....	560,336,674	596,099,097
1904.....	540,631,749	582,402,321
1905.....	544,274,685	567,278,913
1906.....	594,454,122	568,784,799
1907.....	663,140,334	578,903,748
1908.....	599,895,763	653,196,319
Total.....	\$5,736,158,420	\$5,536,965,096

In the whole period the disbursements were in excess of the receipts in only four years, and in three of those years receipts were below the receipts of the preceding year. Both receipts and disbursements of 1899 were affected by the war against Spain. The stamp tax added nearly \$44,000,000 to receipts and expenditures on account of the War Department increased by nearly \$140,000,000 the disbursements over those of the preceding year. One of the permanent legacies of the war was apparent in about \$135,000,000 of disbursements for the military establishments in 1900 as compared with about \$49,000,000 in 1897, but the return to peace brought the total disbursements of 1900 to a point nearly \$120,000,000 less than in the preceding year, and marked the beginning of a four-year period of receipts exceeding disbursements. That record was not broken in 1903 with the cessation of the stamp tax, but the next year showed a decrease in receipts of nearly \$20,000,000, with disbursements increasing by nearly \$77,000,000. The ex-

cess in disbursements continued in 1905, but the next two years brought excess in receipts. In the three years of deficit, 1904, 1905 and 1908, there was a marked falling off in customs revenues, 1904 and 1905 each producing about \$23,000,000 less than 1903, and 1908 producing about \$46,000,000 less than 1907. The cue to the explanation of those decreases is had in the fact that the deficit of 1874 was marked by a decrease in customs revenue of about \$25,000,000 from that of 1873; that in the next 20 years receipts uniformly exceeded disbursements, and that the deficit of 1894, continuing from that time until 1900, was marked every year until 1899 by customs revenue being less by sums ranging from \$72,000,000 to \$27,000,000 than that of 1893. The years 1873, 1893, 1903 and 1907 were panic years, and it was natural that the industrial and business depression of the country should be reflected in decreased customs revenue in the fiscal years ended June 30, 1874, 1894, 1904 and 1908.

Therefore, the demand, aside from plain politics, that extraordinary tariff revision was needed to meet the legitimate requirements of the Government was just as erroneous as would be the act of a manufacturer or merchant planning to conduct his business permanently upon a basis of temporary panic conditions.

The demand for tariff revision for the purpose of increasing the revenues was the more pernicious, in that it was placed before the Congress at a time when customs revenue was increasing, the revenue between March 1 and April 15 this year showing an average daily increase over the same period of 1908 of \$261,545.

An experienced business man would have taken heart at that and would not have done anything to increase unnecessarily his expense or to delay the time of complete restoration of normal conditions. He would, however, before this have had a thorough auditing of his accounts and would have lopped off all unnecessary expenditures in the determination that they should not be grafted again upon his establishment.

It is not too late for the Federal Government to do likewise. The decade 1899-1908 was marked by a notorious expansion in disbursements. Pension rapacity may hardly be expected to diminish as long as there remains the slightest pretext for a Congressman's offering a bill to place on the pension list someone, even unto the third and fourth generation, or to remove someone else from the country's roll of dishonor. The Wrights and the Zeppelins, it is hoped, may shortly bring an end to the disgrace of civilization reflected in an increase of expenditures by the United States for its military establishment from \$49,000,000 in 1897 to \$176,000,000 in 1908, and for its naval establishment in time of peace from \$56,000,000 in 1900 to \$118,000,000 in 1908. Hence, the probing and the curtailing must be done in the civil establishment, which has increased its expenditures from \$106,000,000 in 1900 to nearly \$176,000,000 in 1908.

The fact that such a house-cleaning is a pressing necessity seems to void the suggestion as to corporate control in the President's message:

Another merit of this tax is the Federal supervision which must be exercised in order to make the law effective over the annual accounts and business transactions of all corporations.

An establishment disregarding business principles in the conduct of its own affairs is poorly equipped to be of

benefit to anybody in attempting to supervise the business of other establishments.

However, occupation in that house-cleaning, which would deal principally with the youngest two of the departments, would, perhaps, divert the Governmental mind into such a business frame that it would be many years before it should undertake legislation for permanent use upon a basis of panic conditions already passing.

MARYLAND CHILD LABOR.

Typical of the demoralizing tendencies of the child-labor agitation is the insight into the administration of the Maryland child-labor law in an explanation credited to the chief of the bureau charged with the administration of the law. Referring to criticism of that administration, the *Baltimore Sun* says:

As explained by Mr. Charles J. Fox, chief of the bureau, when the Legislature passed the child-labor law a clause was inserted permitting children to work in the canning industries during school vacation. It was said this was necessary for the canneries to get sufficient labor. This exemption does not apply to Baltimore, and the local canners protested against its enforcement, saying it was sectional legislation. They said they would test the validity of the law, and for fear the entire measure might be declared unconstitutional. Mr. Fox and his subordinates have not enforced this provision.

On the same point the *Baltimore Star* says:

Mr. Fox says that the counties were given privilege of working children under 12 years of age from June 1 to October 15, this being done, it is said, so that they could work in the packing-houses. The city packers protested against this, and as a result, to avoid testing the legality of the entire law, it was agreed that while no permits would be issued to the children to work during the months named, the city packers would not be molested for employing them.

If there is a slight belief that the law is unconstitutional it should be abolished or so amended as to be constitutional. Any other policy simply cultivates a contempt not only for that particular law, but for law generally. That is one of the greatest evils in child-labor legislation. Nevertheless, the far greater evil is in training folks to look to laws that are contrary to the principles of the law for the cure of social ills that are beyond the range for legislation. If the situation in Maryland is as reported in two reputable daily newspapers, there is evident need for a reform in the administration of the State Labor Bureau. It seems that a lesson in respect for law is necessary.

CASH VS. CHARACTER.

The difference between what was American education and what now passes for American education is suggested in the following from the *New Orleans Picayune*:

The old-time colleges were poor, and they were not equipped for teaching much that is now considered indispensable, but they did a great work in forming character. They turned out the men that founded this great Republic and the men who carried it through great foreign wars and a terrible internal revolution. The chief and most enduring quality of these men was character. In that they were great, and that greatness outshines all others.

About the only thing the old-time colleges were not poor in was ability to mold character in the right direction. The chief poverty of many modern colleges is in their inability to mold character in the right direction. In chasing cash they have lost their own character, and, consequently, their ability to influence their following for good. In the old days it was Character regardless of all else. In these degenerate times of pau-

perizing philanthropy and educational trusts aggregating millions by the hundred and more promised, if colleges walk the chalkline, it is Cash regardless of Character. The chalkline is black.

NOT GOVERNMENT BUSINESS.

It is a matter for regret that the new Secretary of Commerce and Labor finds satisfaction in the work of the division of information of the Bureau of Immigration, a division created under an act of Congress of 1907. In announcing his disapproval of the recommendation that the division be abolished, Secretary Nagel says:

I cannot resist the conclusion that Congress intended not only to encourage, but to promote the distribution of immigrants beyond the first congested center of population into which such immigrants may have found their way. Any measures calculated to further this distribution without violating or disturbing established rights are therefore entitled to consideration and trial.

He also finds it difficult to see how harm can result from the policy adopted in the operations of the division if carefully pursued, and adds:

I am especially reluctant to make a radical change at this time, because Congress has provided for an immigration commission, which has been at work for a considerable period of time and which is within less than a year expected to make an exhaustive report on the entire subject of immigration. It appears to me that it would be unwise, to say the least, to precipitate action to abolish a division which within less than a year may be chosen to be capable of extended and wholesome influence in the solving of one of our most grave immigration problems.

In view of the revelations of the \$345,000 which the Immigration Commission managed to spend between April 1, 1907, and February 27, 1909, when that enterprise was aired in Congress, it is difficult to understand how anyone may expect any material results from the findings of that commission, accelerated by an act of the last Congress. It is equally difficult to understand how anybody can fail to perceive the dangers to the country inherent in any division of any bureau of the Government being given the power to control the distribution of any element of the population.

As a matter of fact, the whole immigration service ought to be overhauled. In 1902 it spent \$602,396. The next year, when the service was transferred to the newly created Department of Commerce and Labor, expenditures on its account were increased to \$1,024,421, and they have since risen to \$3,178,555. If the increase in expenditures was confined to legitimate efforts on the part of the Government to prevent the landing in this country of immigrants who are undesirable because they are alien in every particular to the stocks which have made this country great, no objection could be raised. But a part of the increase is traceable to the operations of the division of information, which, whatever the good intent and however wisely carried out, can only have the effect of ultimately loosening the restraints upon immigration to this country, already imperfect enough.

Careful students of our immigration problems feel that the greatest interest in a relief of the congestion of aliens in New York and other Eastern cities, either under Government auspices or through organizations financed through New York, both influences expecting to make use of the South, is closely connected with transportation companies finding their profit in dumping aliens upon this country and with foreign influences, either governmental or "philanthropic,"

seeking relief at the expense of the United States. Congestion of aliens in New York city had induced conditions warning the intelligence of the country against the evils of the new immigration movement. Influences responsible for that movement, and finding profit of various kinds in it, were quick to perceive that their plans would be brought to naught unless an end should be made to the horrible object-lessons in the metropolis. Relief of congestion was obviously the only refuge for these influences. Members of Congress, in making it possible for the Government to become an instrument of these influences, evidently did not see that the real remedy was a strengthening of the bars against the classes of immigrants who congest in great cities, and that a distribution of the undesirables could only tend to scatter the evil broadcast and create new centers of social infection.

Congress ought to repeal the provisions for the support of the division of information in the Bureau of Immigration of the Department of Commerce and Labor.

RUNNING A GOOD THING INTO THE AIR.

How a good thing may be run into the air is illustrated by the plan to commit the National Irrigation Congress at its next session to memorializing Congress to issue 3 per cent. gold bonds to the amount of \$5,000,000,000 for the following purposes:

\$1,000,000,000 for drainage of 100,000 square miles of overflowed and swamp lands.

\$1,000,000,000 for the reclamation by irrigation of 40,000,000 acres of arid and semi-arid lands.

\$1,000,000,000 for construction and improvement of deep waterways.

\$1,000,000,000 for good roads and national highways.

\$1,000,000,000 for reforestation and forest conservation.

No reasonable argument can be advanced against the fact that all overflowed and swamp lands should be reclaimed by drainage, all arid and semi-arid lands should be reclaimed by irrigation, all deep waterways should be improved, and, where advantageous, others should be constructed; all highways should be made and kept in as good condition as possible, and all forests should be handled conservatively, with every effort made to provide through reforestation against destruction of forest resources. But it is attempting to accomplish a good thing by wrong means, with consequent ill-effects, in looking to the Federal Government for wholesale financing of the undertakings, confusing legitimate functions of the Government with illegitimate.

It is eminently proper for the Federal Government to be actively and directly concerned with such projects as the conservation of forests protecting in the Southern Appalachians and the White Mountains of New England the headwaters of streams important in inland navigation.

It is eminently proper for the Federal Government to be directly and actively concerned in bringing into best condition the harbors and navigable waterways of the country as affecting the commerce of the whole country. Where drainage of wet lands is made necessary by such improvement, or where the reclamation of arid lands may be a consequence of such improvement, or where in either case the interests of two or more States may be involved to an ex-

tent justifying participation in the work by the Federal Government, the Government may be justified in furthering reclamation by drainage or by irrigation.

It is eminently proper for the Federal Government to build National highways or to improve existing ones traversing two or more States, if the necessities of the Government demand them.

But just as it is improper and dangerous for a State to assume a duty that belongs to the individual citizen, so it is improper for the Federal Government to undertake any project within the province of a State Government or of citizens of a State. A State has no more right to expect the Federal Government to finance the drainage of wet lands or the irrigation of dry lands lying wholly within its borders than has an individual citizen to expect a State to finance similar enterprises limited to his land. The plea that the State or the Federal Government is chargeable with the financing of such undertakings because the State or the Federal Government is thereby improving the public health is just as specious as is the argument that the duty of improving and maintaining navigation in rivers and harbors can possibly justify the Federal Government in regulating port charges or transportation rates on the rivers. It is placing the cart before the horse to suggest that construction by the Federal Government of good roads within the States is demanded for the expedition of delivery of the mails in rural districts. The proper function of the Government in this particular is to insure the delivery of the mails as expeditiously as circumstances will permit, leaving to the recipients of the mails the determination of the character of the circumstances. That the Federal Government may have already gone beyond safe limits in the undertakings to be urged before the National Irrigation Congress is no reason why it should be permitted to go further beyond the limits. Its transgressions are already sufficient to arouse the intelligence of the country to the necessity for a return to the boundaries. The Federal Government is already doing too many things badly to be asked or to be allowed to try to do other things.

LUMBER CUT DECREASE.

Another striking witnessing of the effect upon industry of the 1907-1908 panic is had in the figures of the lumber cut of 1908 compared with that of 1907, showing a decrease of 6,966,785,000 feet, in spite of the fact that 31,231 mills reported in 1908, against 28,850 in 1907. Six States, producing 37.4 per cent. of the total in 1907 and 36.9 per cent. of the total in 1908, showed a falling off of 2,771,905,000. The comparison of these States follows:

States.	Lumber Cut—Feet.	1907.	1908.
Washington.....	3,777,696,000	2,915,928,000	
Louisiana.....	2,972,119,000	2,722,421,000	
Mississippi.....	2,044,485,000	1,861,015,000	
Arkansas.....	1,988,504,000	1,656,991,000	
Wisconsin.....	2,003,279,000	1,613,315,000	
Texas.....	2,229,530,000	1,524,008,000	
Total.....	15,065,583,000	12,293,678,000	
United States.....	40,256,154,000	33,289,339,000	

Most marked decrease in any one of these six States was in Texas, from 2,229,530,000 to 1,524,008,000, or by 31.6 per cent., transferring Texas from third to sixth place in the rank of production. Beside the States mentioned, eight others cut more than 1,000,000,000 feet of lumber each last year, according to the Bureau of the Census, upon whose preliminary figures for 1908 this comparison has been based—Michigan, Ore-

gon, Minnesota, Pennsylvania, Virginia, Alabama, North Carolina and West Virginia. California and Maine fell in 1908 from the billion feet rank. It is interesting to note that of the 14 States cutting more than a billion feet, eight are Southern States.

CONTROLLING COLLEGES.

Nothing indicates more clearly the paralyzing effects upon the intelligence of the country of the latter-day obtrusion of millionaireism upon education than the fact that of all the daily newspapers of the country but two, as far as we have observed, and both of them of Boston, have pointed to the enormity of possibilities of demoralization in education suggested by the recent disciplining by the Carnegie Foundation for the Advancement of Teaching of an institution at Washington.

Says the *Boston Evening Transcript*:

It is a matter of most serious moment to every institution which either is or contemplates being one of the "accepted institutions" of the Carnegie Foundation, whether under the guise of a regard for academic freedom this or any other outside organization shall be permitted to assume sides in local controversies, seek to direct the policies of institutions, "investigate" conditions, etc.

The *Boston Herald*, referring to the same matter from another viewpoint, says:

A body of men now exists in this country which has assumed the duty of raising educational standards, standards of ethics, as well as of pedagogics. This assumed authority already has been exercised to a considerable extent in the South, just as it also has by the General Education Board. The fact that it is now being felt in the North makes the effect of its acts come nearer home. * * * But assuming that it is conceded that the policy of "standardization" is one that has the backing of some of the leading administrators of universities and colleges, is it not being executed arbitrarily and remotely? Is there not peril in concentrating so much power in the hands of a few men, whose punitive weapon is money? There unquestionably is risk in such concentration of authority, coupled, as it is, with control of such coveted financial resources, which may be forthcoming or withheld according as the desires of the Foundation are met.

And again the same paper says:

Punitive action taken last week by the Carnegie Foundation for the advancement of teaching, in the case of an institution which it believed had dealt summarily and unjustly with two professors, indicates that this new organization, with its large resources, is to become a positive factor in ways that were not anticipated when it was founded.

Neither the Carnegie Board, with its \$15,000,000, nor the Rockefeller Board, with its \$40,000,000, has let come to the surface any policy menacing the integrity of American education, of which a forecast was not given by the MANUFACTURERS' RECORD when the trusts were founded. The combination of the two trusts may result in raising the standard of pedagogics all right, whatever pedagogics may or may not mean, but it would be interesting could anyone elaborate the theory that the combination is to raise the standard of ethics in the light of the disgraceful scramble of the authorities of American colleges and universities for a whack of the \$60,000,000 administered by the assumed raisers of educational standards.

Mr. Hugh Watson, Washington, D. C., in a letter renewing his subscription to the MANUFACTURERS' RECORD says:

I cannot understand why everyone interested in the development of the South should not have the MANUFACTURERS' RECORD in their homes. It is a perfect encyclopedia of all that pertains to that country. I feel that I cannot do without it.

CAPITAL FOR SMALL INDUSTRIES NEEDED.

Illustrating the opportunity for investments in the South and the need for new capital in that section is a letter from Mr. Ivy Allen of Louisburg, N. C., in which he says:

"We have in our town several openings for investments, and are anxious to secure capital to develop these different opportunities. The wagon factory, which has been in operation for five years, could be enlarged to advantage. A woodworking plant in connection with a sawmill just being started by Cooper & Allen could be made to pay. There is plenty of timber on the river above the town that can be floated down cheaply. There is a fine site which can be had almost in connection with the mill. A foundry and plow factory that could be enlarged to profit. Our citizens would be glad to take stock in and foster a cotton mill and other manufactures. I want to get in communication with parties having capital to invest, and think I can show them that it would be to the advantage of them and us for it to be invested here."

DIVERSIFIED HAPPINESS.

J. E. Passmore will be able this winter to live in comfort near Denison, Texas. He lives just southwest of the city, and cultivates 69 acres of land. According to the *Dallas News*, his crop results this year are as follows:

One acre in peach trees, sweet potatoes planted between the rows.

One acre in pears, cotton between the rows.

One acre in peach trees, strawberries between the rows.

One acre in peach trees, peanuts between the rows.

Half-acre in peach trees, cabbage and tomatoes between the rows.

Five acres in peanuts.

Twenty-five acres in corn.

Two acres in watermelons.

Three and a half acres in Irish potatoes.

Eighteen and a half acres in cotton.

Three acres in peanuts and cane.

Four acres in sweet potatoes.

Two acres in cane.

That is living at home to perfection. It will make no material difference to Mr. Passmore what price cotton will command for the next few months. In his case cotton will be velvet.

THE COTTON MOVEMENT.

In his report for June 18 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 291 days of the present season was 13,215,321 bales, an increase over the same period last year of 2,213,271 bales. The exports were 8,069,840 bales, an increase of 982,092 bales. The takings were, by Northern spinners, 2,555,214 bales, an increase of 824,658 bales; by Southern spinners, 2,228,053 bales, an increase of 188,904 bales.

The address made by Mr. John Skelton Williams at the dinner recently given at Richmond by the Harvard Alumni of Virginia to Dr. Charles W. Eliot, on railroad progress in the South, has been published in attractive pamphlet form. It is a broad, clear sketch of the achievements of the South in railroad construction against many difficulties.

During the season just closed 135,300 crates of strawberries were shipped from Crawford county, Arkansas, according to the *Arkansas Gazette*, bringing a quarter of a million dollars into the county from Northern and Eastern markets.

The Georgia Cottonseed Crushers' Association elected Fielding Wallace of Augusta, president; A. O. Blalock of Fayetteville, vice-president; W. M. Hutchinson of Atlanta, secretary; R. C. Riley of Albany, treasurer.

Widening Southern Interest in Improved Highways

How It Grows.

[Richmond News-Leader.]

No number of resolutions not backed by money will ever build a foot of roads. However, we are glad to see that the Virginia people are gradually awakening to a realization of this fact. They are making progress in good-roads construction, and just in proportion as the benefits of improved highways become, the more manifest will there be an increased disposition on the part of the taxpayers to foot the bills for extension of the system. This has been the case in every State in which good roads have been built to any extent; notably the case in Pennsylvania, where millions of dollars have been "invested" in the cause during the past few years. The more spent, the greater the willingness to spend.

All Betterment.

[Chattanooga News.]

The need of better transportation facilities has caused a tremendous movement all over Georgia for good roads. That State is taking the lead. Other States will follow suit. Tennessee, despite the fact that the Legislature authorized the issuance of \$4,000,000 for roads, is not keeping pace with our sister State in this respect. It is time conventions and public meetings were being held in Tennessee, too. While Georgia is building the highway connecting Chattanooga and Atlanta, Tennessee should be constructing another between Chattanooga and Bristol, between Chattanooga and Nashville, between Knoxville and Nashville and between Nashville and Memphis. We must not drop behind in this great movement. The invention of the steam railway and the steamship wrought a revolution in the world's transportation systems. The automobile and improved vehicles of all kinds are aiding in the demand for good roads. Cheaper, quicker, safer transportation is the greatest lever for higher civilization. With it comes higher education and better living.

Auxiliary to Education.

[Augusta Chronicle.]

The paramount importance of good roads as an auxiliary to education is being appreciated throughout the State, and certainly in the various vistas of progress and promise which the good-roads movement opens, there is none more bright and inspiring than this one. It means a new life to the little children now isolated and cut off from education advantages by the remoteness of their country homes, and the difficulties in reaching the schools, and it means a new life, and a fuller life also, to the State of Georgia, when these little folk mature to manhood and womanhood, equipped with useful knowledge and trained and sharpened intellects, for the responsibilities of citizenship. The value of good roads as an ally of progress, and hand-maiden to mercantile and industrial supremacy, is getting world-wide recognition. As an important and necessary step toward spreading of culture and enlightenment, good roads are of even greater and more real lasting value. Let the enthusiasm and zeal grow greater and deeper. The best is yet to come.

An Abomination.

[Louisville Courier-Journal.]

One of the gratifying signs of the times is being manifested by the Kentucky press in the question of road improvement. What is still more gratifying is the fact that many of the officials in Kentucky counties have caught the spirit of improvement and are moving by practical means to the accomplishment of an end greatly to be desired—the permanent betterment

of their principal highways. Slowly, but surely, the people of the State are waking up to what is one of the State's crying needs.

An Example.

[Charleston News and Courier.]

The people of Gaston county, North Carolina, have recently voted a tax upon themselves of \$300,000 for the building of good roads in that county. They have taken knowledge of Mecklenburg county, in which 180 miles of macadam roads have been built within the last 15 years. In the county of Charleston, as we have said before, which was established 100 years before Mecklenburg county was discovered, we have today only about 10 miles, short measure at that, of good roads. We do not think that anything could be added to the force of this statement. One of these days there will be some other people coming here who will possibly do for us what we ought to have done for ourselves long ago. Surely, in a town of about 25,000 white people, most of whom are in fairly good circumstances, it ought not to be a difficult matter to raise by private subscription a sufficient amount of money to build 25 miles of good road.

The Auto Highway.

[Columbia State.]

Automobile owners and enthusiasts are, of course, intensely interested in the movement for this great highway, but it is necessary to get the stimulus given by the combined citizenship in general. The route is being inspected, and is even now known to be almost all that can be desired. The county superintendents have given their pledges to do all that they can to make it a success, and the leading and most progressive dwellers in the counties, too, are welcoming this harking back to the days of the old stage roads, when an intimacy between communities was common. It's a far cry from the stage to the auto, but it's the same thing "only more so."

Work will be required to get this highway. Other communities along other routes are working, and nothing is ever gained unless some show of interest is manifested. Publicity is being given by the press and everyone in the counties that the route will traverse should talk it over with his neighbor. Nothing succeeds like success, and if the earnest desire for the highway is shown, it will be constructed.

For Restoration.

[Knoxville Sentinel.]

The old East Tennessee road was one of the first great thoroughfares in the country. Much of the travel between the Northeast and Southwest was over this road. When Andrew Jackson went to Washington to be inaugurated as President he came from the Hermitage across the mountains to Kingston and thence by the Kingston and Knoxville road to Knoxville, and further east by way of Dandridge, Greeneville, Jonesboro and Blountville to Abingdon. This road could be restored without great expense. The counties in which it lies ought to take up the work, and, no doubt, when once re-established the Federal Government could be induced to mark the historic spots and maintain the road.

Healthy Discontent.

[Columbus Enquirer-Sun.]

The people of Georgia are more interested in the subject of road-building than they have ever been. From one end of the State to the other they are discussing plans for the improvement of public highways. Muscogee county people are no

less interested than those of other counties. In Muscogee road-building has been going on successfully for several years past, and many of the principal roads in this county will compare favorably with those of the other counties. But Muscogee is not content with the progress that is being made in this matter. More rapid progress is desired.

Permanent Improvements.

[Wilmington Morning Star.]

It is gratifying to note that the press all over North Carolina is alive to the importance of good roads. The daily and weekly newspapers are incessantly hammering at it, and the results are being felt in all directions. Good-roads bonds are being voted in numerous counties, and when the money gets into circulation from the various road and school bonds which have been voted it ought to make times flush. It will not only give employment to large numbers of people, but it will make permanent improvements that will increase the advantages for agriculture and country home life.

For Co-operation.

[Nashville American.]

We are satisfied that the plan heretofore followed in Tennessee of putting the burden of good roads on the counties has its disadvantages as well as its advantages. The counties can do much, of course. In fact, they have done practically all that has been so far done, outside of what has been accomplished by private capital, but a comprehensive State plan, under State supervision and in conjunction with the county government will, in our judgment, bring better results. Under an act of the last Legislature the Governor has power to appoint three highway commissioners. This is good as far as it goes, but that is merely one step in what should be a comprehensive and effective plan of road improvement.

Favored by the People.

[Savannah News.]

It isn't a fact that the sentiment in favor of good roads is confined to automobilists. They appear in the foreground simply because they are making trips over the country and because they are in a position to take a very active part in stirring up a good-roads sentiment, but there is a very enthusiastic feeling among the people in favor of good roads. That this is true is evident from the dispatches the *Morning News* is receiving from many towns and counties in all this part of Georgia. As a matter of fact, the good-roads movement seems to be stronger in South Georgia than in any other part of the State. This is doubtless because the South Georgia people have heard so much about the good roads of Chatham county in recent years that they have become ambitious to have good roads also. Besides, they are progressive, and fully realize that, next to railways, good roads do more than any other agency to develop the country.

Proper Legislation.

[Atlanta Constitution.]

That there will be certain legislation enacted at this summer's session of the General Assembly in furtherance and encouragement of the good-roads movement is not to be questioned.

With the enthusiasm for this constructive work running high in practically every county in the State, the members of the General Assembly will come prepared to take such action as will best subserve the interests of the whole State, and thereby of each individual county which makes itself part and parcel of the great scheme

of development to the prosecution of which Georgia is so acutely alive.

It is accepted that certain things must be done by the State to insure the greatest measure of success for the movement; the question involved, therefore, is simply one of what and how.

The proposal looking to the creation of a highway commission with an advisory and, in certain cases, a directory capacity, which is certain to be presented for consideration, is close akin to the suggestion contained in the resolutions adopted at the Albany good-roads meeting calling for the creation of the position of State engineer of roads and drainage.

Whatever shape legislation in this direction may take, it must not and will not, we may be reasonably sure, overlook the necessity for the employment by the State of an expert and thoroughly up-to-date road engineer who may advise with and direct the various counties regarding the best methods and the best materials to be used in their road construction, and to show them how to overcome difficulties, not infrequently arising, with which only an expert knows properly how to deal.

City and Country.

[Fort Worth Record.]

One enterprise of incalculable value which Fort Worth now has the opportunity to promote is the proposed county bond issue of \$1,000,000 for permanent roads. As much as the rural districts will profit by such a vast improvement, the city will profit proportionately more. Fort Worth is not so large but that the rural trade is a valuable part of its business. Rural trade necessarily follows the line of least resistance, and that is the line of the best highway. Other things being equal, the farmer is certain to buy and sell in the market which is most accessible.

A Drawback.

[Galveston News.]

No class of people receive as much benefit from improved public thoroughfares as do the farmers, and no class is more anxious for good roads in every section of the country. The value of such work has been demonstrated in every community in South Texas, and while every indication points to a continuation of the work already under way, in some form, in almost every section, there is at least one barrier to such advancement as the people generally would be delighted to witness, and that is, that there is, in a majority of sections, evidence of entirely too much carelessness upon the part of automobilists.

Dissipating Energies.

[New Orleans Item.]

The disorganized and jointless scheme by which road moneys are dissipated in many States will never produce a tangible result. It is a common method in some Southern States now, and was the scheme in vogue in others more progressive until these awoke to the knowledge that they were wasting their money through petty political channels of general incompetence. Then they solidified their road work into a system under State engineers, supported in more prosperous localities by competent county engineers, asked State subsidies, got them, and are on the way to an era in which they will compare favorably with New York and New England.

The Final Test.

[Columbia Record.]

For don't forget the winter. That is tourist time, and that is sand-clay time, too.

INDUSTRIAL CITY PLANNED.

Many Millions of Dollars to Be Invested Near Houston.

[Special Cor. Manufacturers' Record.]

Houston, Texas, June 21.

One thousand lots have been sold to a Pittsburg syndicate under a contract for the immediate construction of 500 houses at Penn City, which has just been put on the map of Texas on a basis that involves an expenditure of many millions of dollars within the next two years. Contracts for street improvements call for 85 miles of shell streets and 150 miles of sidewalks and concrete curbing. Water-works, electric lights, gas, sewerage, terminal railway and street-car connections with Houston, 10 miles distant, will all be put in by the Penn City syndicate, which is composed of Pennsylvania, Chicago and local capitalists.

This enterprise is manifestly an undertaking of such scope and far-reaching possibilities as to easily place it among the greatest factors that ever have been inaugurated in the work of developing the industrial, commercial and exporting interests of Texas. As a matter of fact, the possibilities of this undertaking, carefully matured after two years of quiet but constant and effective effort on the part of the organizers, are so tremendous as to be of importance not only to the entire South, but even to the nation as well, for the project promises to give an impetus to the Houston-Galveston-Texas City development (which must hereafter increasingly become recognized as all of the same part) that will indubitably build up here in the district named one of the great ports and trading centers of the world.

Superlatives seem no extravagance when in connection with an examination of the plans formed for Penn City's development there is considered the phenomenal influx of men and money Texas has seen for two years and over, the identification with the railroads of this section by one of the greatest railroad projectors in America, the vast area to the north tributary to the Houston-Galveston district—largely comprehending the territory between the Mississippi River and the Rocky Mountains—and taking note of the great impetus that is being given to all Southern ports by the approaching completion of the Panama Canal, in the knowledge of the revolution in lines of travel which will occur when the canal is done.

Houston is headquarters now for rice, oil, lumber and sugar, and is the largest cotton market in the world. Penn City has been planned with full knowledge of the possibilities the future contains. It is conceived on massive lines, and the last detail has been thought out with reference to the building of a great industrial and exporting center.

A tract of 10,000 acres has been secured 10 miles from Houston, at the intersection of Greens Bayou and the Houston-Galveston ship channel. Three navigable streams penetrate this property, and it has a frontage of more than nine miles on tidewater that has a minimum depth of 26 feet and a width of 560 feet. At the site of the city the water-front has been reserved for wharves, slips, warehouses and railroad tracks. Ocean-going vessels to and from any port in the world can tie up at the wharves of the warehouses and factories, and on the other side of the warehouses and factories railroad cars can be loaded or unloaded to and from any point in the United States, as the company's own terminal railroad will connect with all the 17 railroads running into Houston. It is thus provided that the easiest and cheapest possible facilities shall be given the transfer of the cargo between the ship and

the shore, the great desideratum of every port.

So great will be the advantages thus given that the astounding statement is made that an initial contract is being put through by which one cotton warehouse will be located that will handle 1,000,000 bales of cotton a year. With these docks, warehouse and railroad facilities, Penn City will also be a bidder for import as well as export trade. No less important than shipping will be the industrial development here. Raw materials of every description may be most cheaply assembled; the supply of contented labor is assured, and facilities for the distribution of the manufactured product in any direction at the lowest cost will be provided for. The company is prepared to provide any transportation facilities required. Sites for desirable industrial plants will be donated, with switch tracks alongside and on waterfront where desired, and to aid in the location of industries a factory fund of 50 per cent. of the proceeds from the sale of property will be available, so that plants may be removed from other locations without impairing their working capital. It is figured that there will be available for this purpose in the near future \$1,500,000, and that the fund will increase from time to time. Already it is stated that a number of Eastern manufacturers have signed contracts either to remove their plants to Penn City or to establish branches to take care of their Western and Southern trade. Among such are named a five-hundred-thousand-dollar steel plant and three-hundred-thousand-dollar car-building shops.

The Home Securities Co., the general holding company for the Penn City syndicate, was chartered in February under the laws of Delaware with \$2,000,000 capital. The Texas office will occupy the entire seventh floor of the new Scanlon building, Houston. C. A. Chapman, Chicago, is consulting engineer. Judge John G. Tod, general counsel; J. S. Dougherty, land commissioner, and Clarence C. Waller, in charge department of industrial developments, are of Houston. So quietly have all the operations of the syndicate been carried on that not even the citizens of Houston themselves have been aware of what was going on, and there is surprise generally that a movement of such vast importance should have proceeded to practical completion without public knowledge. Only just now have the last transfers of required land been made. It is now proposed to move actively all along the line, and the promoters of the enterprise feel justified in the prophecy of 20,000 population for Penn City within two years from today.

ALBERT PHENIS.

DAIRYING IN TEXAS.

Vast Possibilities Already Demonstrated Around Gainesville.

[Special Cor. Manufacturers' Record.]

Gainesville, Texas, June 18.

Perhaps the most interesting industry at Gainesville from every standpoint is the Acme Creamery Co. It was not such a great while ago that no one suspected the immediate possibilities of Texas as a home of dairy products. Even now they are somewhat surprising to Chicago houses, who buy most of their butter from Wisconsin markets. There are only 40 creameries in the whole State of Texas, while Wisconsin has 176 in one county. This only makes more striking, however, the fact that a refrigerator car leaves Denison every Tuesday for Chicago loaded chiefly with creamery butter. Sixteen thousand pounds were shipped direct to Chicago two weeks ago, and this is considerably less than half the amount that is made each week during the spring and summer.

A large portion of the output of the creamery here is sold locally; that is, not

farther away than Oklahoma. The milk is paid for at so much a gallon, according to the proportion of butter fat which it contains. Each lot is tested daily as it is received, the variation as a rule being only slight from one day to another.

For obvious reasons the dairy business offers exceptional opportunities in this part of Texas. It is necessary to feed stock only three months out of the year, as compared with at least seven months required in a State like Wisconsin. What feed is required can be procured very cheaply right in the vicinity. The cottonseed meal which Wisconsin farmers feed to their stock comes largely from this State. Texas creamery butter brings top market prices in Chicago, and the demand for high-class dairy products is practically unlimited. When the Acme Creamery Co. had been making butter only four months it had an output of 1000 pounds a week. Commenting on this fact, a United States inspector made the statement that this was a record output for a creamery that had been running only that length of time.

There is undoubtedly a wide field for such an industry in this section of Texas.

ALBERT V. DRAPER.

NEW ENGLAND MILLS.

Textile Developments at Fall River and New Bedford.

[Special Cor. Manufacturers' Record.]

Fall River, Mass., June 21.

The capital required for several new cotton mills in this part of Massachusetts was subscribed within last week, the larger subscribers being local bankers, merchants, manufacturers and construction engineering corporations that are to build the mills and supply the machinery. The good names of the practical cotton-mill men who projected the new mills are potent factors in getting capital for all the mills that are to be built. At present the cotton mills of this city are working on the basis of a consumption of 370,000 bales of cotton per annum, which amounts to a yearly outturn of 866,000,000 yards. Fall River has one-seventh of the cotton spindles in the country and one-fourth of those in New England. Under present trade conditions Fall River's cotton mills will turn out two and one-half miles of cloth a minute to the close of the year. The largest mills here, the Fall River Iron Works, originally begun as iron works, make printed cloth enough in one year to encircle the globe at the equator three and one-half times.

The average cost of the most modernly built and equipped cotton mills at Fall River, New Bedford, Providence, Pawtucket, Lowell, Lawrence and Lewiston is, for land, buildings and machinery, \$12.56 per spindle. The highest capitalization per spindle in Fall River is the Davis Mill, \$23.00. This mill makes fine and fancy cottons. In 1907 it paid a stock dividend of 25 per cent., a regular dividend of 6 per cent., and 6 per cent. per annum in the three previous years. The lowest capitalization per spindle here is the Barnard Mill, \$6.70. This plant makes cotton cloth, and for several years has paid its shareholders 6 per cent. per annum.

In New Bedford the mill that is most highly capitalized, per spindle, is the New Bedford Cotton Mills, \$23. These mills make fine cotton, plain and fancies, and cotton yarn, and are on the basis of making 8 per cent. per annum for shareholders. The lowest capitalization, per spindle, in New Bedford is the Acushnet Mills, \$4.70. The number of spindles is 105,000, and the total sum of the capital stock is \$500,000. From 1901 to 1906, inclusive, the Acushnet paid 16 per cent. per annum in dividends; 66 per cent in 1907, and 16 per cent. in 1908. The Dartmouth Mills at New Bedford paid a stock dividend of

100 per cent. March 3 last, 66 per cent. annual dividend in 1907, 26 per cent. in 1906 and 20 per cent. in 1905. The capitalization, per spindle, of the Dartmouth Mills is \$13.03. The products are fine cottons and plain jacquards. The last new mill built hereabouts is four stories high, has 65,000 ring spindles and 1710 looms. It was built and equipped in 59 days. In good times in other industries the cotton-mill interest of New England loses about 5 per cent. of help per week, owing to men and women going into other employment.

In nearly all the mills in this part of the State notices to employees are printed in four or five languages. The supplies of French Canadian help are failing. Most of the people now available for New England cotton mills are Greeks, Turks and Armenians. Under a recent community of interest arrangement made between the larger cotton-mill machinery makers, old machinery taken in part payment for new is not resold, but it broken up by "skull crackers"—machines like those used at steel works for smashing scrap to suitable sizes for the open-hearth furnaces. It is said that this idea of breaking up old cotton-mill machinery originated with the Hon. Eben S. Draper, the present Governor of Massachusetts, who is a shareholder in upward of 200 Southern and Northern cotton mills. He is theoretically and practically trained in the cotton-mill business, and can design, manufacture and operate every kind of machinery used in cotton mills, and is familiar with all processes in the cotton business from the plantation to the finished products. There are upward of 5000 large shareholders in the cotton mills of New England who, like Governor Draper, have been thoroughly trained from the bottom to the top in cotton manufacturing.

There is but one opinion expressed by the great cotton-mill operators of New England with respect to the future of the same industry in the Southern States. They say that its expansion on right lines and continued profitability under right management is assured under the same laws of growth that are being so remarkably manifested in New England. It is remarkable that there is not anybody of prominence in the companies which are about to build new cotton mills in the Eastern States who is not also a shareholder in Southern mills that in a number of instances are soon to be increased in capacity or bettered as to machinery equipments. The same feeling with relation to Southern mills is expressed by the firms of brokers in Boston, Fall River, New Bedford, Lowell and Lewiston who specialize in cotton-mill stocks.

G. WILFRED PEARCE, C.E.

For Sane Legislation.

[Special Cor. Manufacturers' Record.]

Durham, N. C., June 21.

The banquet of the Retail Merchants' Association to the directors of the Erwin Cotton Mills Co. of this city, given Friday evening in the Corcoran Hotel, was the largest social-commercial event that Durham has ever celebrated.

The guests came from all of the cities of the State, and among them were Col. A. B. Andrews of Raleigh, first vice-president of the Southern; President L. E. Johnson and First Vice-President Maher of the Norfolk & Western, and B. N. Duke and J. E. Stagg of the Durham & Southern Railroad. The tenor of the remarks all the evening was that of increasing sanity in State legislation and the belief that in no State can there be promised fairer treatment to organized wealth than in North Carolina. The merchants declared through their toastmaster, Dr. P. W. Vaughan, that the roads had been uniformly good to the city, and had given

them what they desired. President Johnson said all that was necessary to get fair treatment from the roads was to give it.

W. T. BOST.

ELK RIVER COALS.

Large Tracts in Clay County, West Virginia, Waiting Development.

[Special Cor. Manufacturers' Record.]

Clay, W. Va., June 19.

This place, the county town of Clay county, lies on the Elk River and the Coal & Coke Railroad, 52 miles northeast of Charleston. It is a place of from 500 to 700 population, with one bank, a variety of stores and a population of more than ordinary hustling ability. The county was formerly densely wooded, and has sent to market a very large quantity of the finest poplar and the best oak ever cut in this State. Timbering operations have been carried on throughout the county for a great many years, but until the advent of the railroad in the early nineties the cutting was for the most part done on the river or the largest creeks, by means of which the output could be floated to market. Upon the completion of the railroad, however, the building of lateral lines was begun, and the forests were felled for miles back on either side, and many millions of feet have been cut, sawed and hurried to the markets of the world, until now little territory is left that has not been cut over, and the operations are confined to two or three large mills and a few small ones that find employment in cutting the product of the scattering "patches."

For the past dozen years, and until a year or two ago, the timbering operations carried on in Clay county scattered a great deal of money among the people, probably causing as wide a diffusion of prosperity as was enjoyed by the people of any county in the State. And this for a peculiar, though perfectly natural, reason.

About 1870 a Pennsylvania syndicate, of which Senator Don Cameron was a member, purchased, for a very small price, a tract of 93,000 acres of land lying in this county, and having a river frontage of about 35 miles. The investment was so small compared to the prospective value of the timber that the owners simply sat tight and waited for the proper time to arrive before allowing any of the timber to be cut. The consequence was that when the railroad was built in, and the high prices of lumber arrived about the same time, the syndicate found itself in possession of a very valuable tract of timber. The land was divided among those who belonged to the syndicate, and they sold the timber to various mill men, who sent large forces into the woods to cut and bring it to big mills erected at convenient places, where the logs were reduced to marketable condition. This gave employment to a great many of the residents of the county, and made money more plentiful than it had ever been dreamed it could be. Then, too, the owners of smaller tracts, lying off the river and the railroad, found purchasers among the mill men who had built log roads, and these sales added largely to the ready money supply.

Now, however, the day seems almost in sight when the big mills will have completed their work—most of them have, indeed, finished their stunts and closed down already—and the citizens and property-owners are looking forward to the period of coal development, in which they believe they will find still greater and more permanent prosperity. For be it known there is a fine line of coal deposits in these hills, and a large portion of the county is destined to become active in mining and selling the products of the mines. The Clay county coals have not been much exploited

as yet, but for many years they have been known to be of superior quality and almost limitless quantity, and nothing is needed now but a revival in the coal business to bring them to the notice of the consuming world.

The varieties found here are chiefly those known as the "Kanawha measures," mined extensively along the Great Kanawha River, and of great value as steam and gas producers, and also unexcelled for domestic purposes. At Dorfee, some 12 miles below here, on the river, a mine has been opened and worked for several years in what is believed to be the famous "Winifrede" vein, one of the most popular of the domestic coals of the country. It is a hard block coal, bright in appearance, and burns with a steady and regular heat that makes it much sought after wherever known. At the mouth of "Big Buffalo" Creek, just across the river from this place, is another operation engaged in getting out and shipping coal. The seam is thin, but the coal is of such high quality that it pays to work it, where a lower grade would not stand the cost. These coals bear shipment a long way with a minimum of breakage on account of their hardness.

The Buffalo Creek & Gauley Railway Co. is building a railroad up Buffalo Creek with the purpose of making developments of coal on the lands of the syndicate before mentioned, and it is expected that very large operations will finally be inaugurated. The road has been completed some 10 miles, and is being used now as a timber road, but the intention is, as stated above, to make it the basis of a big coal development.

For some occult reason the Elk River coals have not as yet attracted much attention, and are held rather lightly among those who profess to know the game, but the fact still stands that there are coals of excellent quality and to be found in seams of profitable thickness throughout more than half the area of Clay county, and in the Elk River portion of Kanawha as well, to say nothing of those seams found in Braxton and Webster counties, not yet exploited.

These lands are now lying dormant, as it were, awaiting the time of development, and priced for the present at ridiculously low figures; but the day is not far in the future when they will be appreciated at their true value, and the entire valley of the Elk will become a hive of industry equal in production and in profit to the more important fields now active throughout the State.

And, by the way, the Elk River will some day, undoubtedly, be so improved by locks and dams as to furnish cheap transportation for these coals. It is a peculiarly smooth stream, considering the kind of country through which it flows, and is easily susceptible of being rendered navigable. Although it runs between steep and high mountains all the way, the fall of the water for the first hundred miles above its mouth averages but two and a half feet to the mile. When the Pennsylvania syndicate bought the land heretofore spoken of a system of river improvement was begun, one lock and dam being put at a short distance about Charleston, but it fell into disuse and decay, and was finally torn out to allow the great log rafts formerly taken down the river to pass out. That dam furnished slack water for the first 21 miles, and small steamboats carried freight and passengers up the river for that distance for a good many years. In the great scheme of waterways improvements upon which the Government seems about to embark Elk River will no doubt be remembered, and at no very distant day great mines, furnishing employment to thousands of men, will send their product

by barge to the markets of the South and West.

This town has had a peculiar experience with its name. When the county was formed shortly prior to the Civil War it was named "Clay," for the "Mill Boy of the Slashes," and the county-seat was called "Marshall," for the great Chief Justice. When the war came on there was a well-known resident here named Marshall Triplett, and as he was a Confederate, and the county soon fell into the hands of the Union forces, the authorities, thinking the town had been named in his honor, had the name changed to "Henry." That, however, never proved a popular name, and for many years it was known as "Clay C. H." When the railroad reached here the station was called "Clay," the post-office bears the same name, while the municipal name is "Henry," and thus it is called in all its legal notices, though few persons would know what place was spoken of on hearing it thus mentioned.

GEO. BYRNE.

McALESTER IMPROVEMENTS.

Those Under Way Represent Expenditure of \$1,250,000.

[Special Cor. Manufacturers' Record.]

McAlester, Okla., June 19.

McAlester depends to a large extent upon the coal resources of this section for development along other lines of activity. Despite the inactivity at the coal mines for some time past, however, business in general in McAlester is very satisfactory, and the outlook more than encouraging. The Commercial Club has recently added a number of new members, and within a few weeks will be in need of a permanent secretary.

There are at the present time improvements being made in and around McAlester to the extent of \$1,250,000. A new 20-foot wall is being constructed around the temporary quarters of the State Penitentiary, and as soon as this is completed the new buildings will be erected within the inclosure. An appropriation of \$400,000 has been granted for this work.

The city itself is putting in eight or ten miles of street paving, a part of this being vitrified brick and a part asphalt. The cost of this work is something over \$500,000. There is also a considerable expenditure being made for a complete and up-to-date sewerage system, with proper water service.

The Missouri, Kansas & Texas Railroad is spending \$200,000 on its yards in McAlester.

The New State Lumber Co. has recently completed its new woodworking plant, and is about ready to begin operations. It is equipped to manufacture sash, doors, and mill supplies and woodwork of all kinds. Among those interested are Wm. Busby, C. W. Dawley, E. C. Million and A. U. Thomas.

Word has just been received that plans by a firm of Kansas City architects have been adopted for the State School of Mines at Wilburton, Okla., about 30 miles east of McAlester, on the Rock Island. The State appropriation for this work was \$165,000.

There are prospects of locating at McAlester a cement plant of 1000 barrels daily capacity; valuation of the plant, about \$750,000. Some options have been given already, and the success of the proposition seems to rest somewhat upon the attitude that the railroads take toward it.

ALBERT V. DRAPER.

The South Carolina Cottonseed Crushers' Association elected last week at Charleston Messrs. H. L. Todd of Clinton, president; F. S. Evans of Greenwood, vice-president, and B. F. Taylor of Columbia, secretary and treasurer.

The Tidewater Portland Cement Co.

The Tidewater Portland Cement Co. is being organized to build at Union Bridge, Md., a cement plant which is designed to have an ultimate annual output of 1,000,000 barrels of Portland cement, both ordinary and pure white in color, and will include kilns for burning builders' white lime and a plant for manufacturing hydrated lime, this latter to have an annual output of 25,000 tons, or 200,000 barrels. The company has been incorporated with a capital stock of \$4,000,000 and a bond issue of \$1,750,000. The bonds are being offered for sale through the Republic Finance Co. of New York at par and interest, with a bonus for the present of 75 per cent. of common stock. Richard K. Meade of Nazareth, Pa., is the company's consulting engineer, and William Bullock Clarke of the Johns Hopkins University, Baltimore, is its consulting geologist. The designing and constructing engineers have not been engaged, but the company is negotiating with a well-known firm. Extensive deposits of limestone and shale have been purchased at Union Bridge, on the Western Maryland Railroad, 45 miles from Baltimore. The officers of the Tidewater Portland Cement Co. are: President, John K. Tener, member of Congress and president of the First National Bank, Charleroi, Pa.; vice-president, Joseph T. Fanning, New York; secretary, Owen B. Murphy, New York. The company has its general offices with its financing company, the Republic Finance Co., 115 Broadway, New York. It has a branch office at 807 Keyser Building, Baltimore, Md.

Hale's Bar Plant Completed.

Dispatches from Chattanooga, Tenn., report that the Hale's Bar power plant is completed. Particulars of this water-power-electrical enterprise have been previously detailed by the MANUFACTURERS' RECORD. The Chattanooga (Tenn.) River Power Co. owns the plant, and the dispatches state: "A current of electricity has been turned into this city, and power from the great lock and dam constructed at Hale's Bar, 17 miles from here, is now available. The dam has been in course of construction for three years, and the plant will furnish 50,000 horsepower. The cost of the locks, dam, power and wire line was over \$3,000,000. The power is sufficient for all uses for a city many times the size of Chattanooga."

"The undertaking at Hale's Bar ranks in importance with harnessing the power at Niagara. Chattanooga and Eastern capitalists planned and financed the enterprise, and its completion marks an epoch in the history of utilizing the water-power of the Tennessee."

"The construction of this lock and dam results in the opening of the Tennessee River to navigation to Chattanooga all the year."

Checotah, Okla., Needs These Industries.

One of the progressive cities of Oklahoma is Checotah, and it needs various industries, especially a cannery, a creamery, a brick plant and a steam laundry. Local capitalists are prepared to assist in the establishment of these enterprises. For information address J. A. Plumley, secretary of the Checotah Business Men's League.

Wants Sewerage Engineers.

The city of Florence, S. C., is ready to receive propositions from engineers who want to prepare plans and specifications for and supervise the construction of the municipal sewerage system. Address H. K. Gilbert, chairman of the commission.

To Develop Kenova.

The MANUFACTURERS' RECORD is informed that Huntington capitalists have purchased and will develop the townsite of Kenova, W. Va. They have organized the Kenova-Huntington Land Co., which recently incorporated with a capital stock of \$400,000, and have purchased the Kenova townsite, including 3000 town lots, 500 acres of hill land, 87 houses, a hotel, etc. This company will at once arrange for the thorough development of Kenova and give publicity to its natural advantages as a site for the location of industrial enterprises of all kinds. It has already contracted for the plant to be built by the Independent Steel Co. of America, which incorporated during the week with a capital stock of \$2,000,000, and of which A. Hirsh, House Building, Pittsburg, Pa., is manager. Other manufacturing plants are being negotiated for, including a silicate works. The Kenova-Huntington Land Co.'s officers are as follows: President, B. W. Foster; vice-president, C. L. Ritter; treasurer, M. B. Hagen; secretary, John S. Sheppard, all of Huntington, W. Va. The company's general sales agent is the Blair P. Wilson Company, also of Huntington, and will supply information to inquirers.

Texas City Refining Co. Improvements

Important improvements will be undertaken by the Texas City Refining Co. of Texas City, of which E. N. Sanctuary of Galveston is president. The company has increased its capital stock from \$150,000 to \$300,000, and will increase its capacity from 2000 to 4000 barrels of oil daily, establish a cooperage plant, build 26 tanks and add considerable new equipment, to include cars, motors, centrifugal pumps, etc. The company also plans further improvements during the next two years, providing additional wharfage space, a system of warehouses, a grain elevator and improvements to its townsite, including water-works, graded streets, sewerage system, etc. Unconfirmed reports state that the future contemplated improvements will cost \$2,000,000. E. B. Gray of Texas City is the company's engineer in charge.

Proposed Auto Lines.

A report from Hagerstown, Md., says that the Hancock-Berkeley Automobile Rapid Transit Co. has been organized to operate an automobile line for passengers and parcels between Hancock, Md., and Berkeley Springs, W. Va.; capital \$3000. The incorporators are John T. Mason, Charles W. Myers and S. R. Cohill.

Dr. J. C. Parr of Collierville, Tenn., and others are reported about to establish a regular automobile service for freight and passengers between Collierville and Memphis, Tenn., 25 miles. An experimental trip will be made with a freight auto truck, and it is proposed to organize a company and establish a regular schedule of service.

Staunton River Power Co.

It is understood that the Staunton River Power Co. contemplates beginning the construction of its proposed water-power-electrical plant near Brookneal, Va. This company owns land and water-power privileges near Brookneal and at McIvors Falls, on Staunton River, six miles above Brookneal. It plans to develop from 8000 to 10,000 horse-power for transmission by electricity, and among those interested are Messrs. E. R. Monroe and Dr. W. L. Williams.

The Texas Cottonseed Crushers' Association at its Galveston meeting last week elected Messrs. J. S. Leclercq of Paris, president; F. A. Blane of Fort Worth, vice-president; J. A. Underwood of Honey Grove, treasurer, and Robert Gibson of Dallas, secretary.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

The Albany Cotton Mills.

The Albany Cotton Mills, Albany, Ga., will open bids about July 7 for erecting the company's buildings, and will receive proposals until August 1 for the necessary machinery. This company was referred to recently as incorporated, etc. It will build a main line structure, four stories high, 135x185 feet; a cotton warehouse 100x150 feet, a pump-house, tanks, a 340-horse-power plant, 60 operatives' cottages, etc. The textile machinery will include 10,800 spindles and 280 looms for manufacturing broad sheeting or coarse print cloth. Lockwood, Greene & Co., 93 Federal street, Boston, Mass., are the engineers in charge. The Albany company is capitalized at \$250,000.

The Columbus Manufacturing Co.

The Columbus Manufacturing Co., Columbus, Ga., has decided on the proposed extensive additions to its plant. Its present building is four stories high, 128x265 feet, and will be extended 275 feet to a total floor space for accommodating 65,000 spindles and 1800 looms. The present increase will be from 30,000 spindles and 800 looms to 50,000 spindles and 1400 looms, and the cost of the building and machinery will approximate \$500,000. Lockwood, Greene & Co., 93 Federal street, Boston, Mass., are the engineers in charge. The company will issue bonds for \$300,000 and increase its capital stock from \$500,000 to \$600,000 in connection with the enlargement.

The Arcadia Mill Enlargement.

The Arcadia Mill of Arcadia, S. C., will add 10,000 spindles and 250 looms, thus more than doubling its present equipment of 15,224 spindles and 344 looms, which produce sheeting. This company has engaged J. E. Sirrine of Greenville, S. C., as the engineer in charge.

H. A. Ligon, president of the company, states that all the building material and machinery contracts have been awarded for the addition.

The Huss Mill Addition.

The Huss Manufacturing Co., Bessemer City, N. C., has awarded contract to J. E. McAllister of Gastonia, N. C., for the construction of the addition mentioned last week. This structure will be 42x140 feet, and will have an annex 13x52 feet for the picker department. It is the company's intention to install machinery to spin the yarns consumed by its 50 damask looms.

A \$30,000 Hosiery Plant.

S. R. Horne of Morrisville, N. C., will establish the hosiery mill mentioned last week. He plans to erect a one-story 32x120-foot building of wood and install 100 knitting machines, but will not purchase this number at the start. A 15-horse-power gasoline engine is contemplated for power. This hosiery plant is expected to cost \$30,000.

A \$100,000 Increase.

The Crawford Woolen Co. of Martinsburg, W. Va., is planning to increase its capital by issuing \$100,000 worth of 7 per cent. preferred stock for the purpose of

enlarging the plant. This company now operates 6400 spindles, 97 looms, etc., by electric power, and manufactures cassimeres.

Increasing to 10,000 Spindles.

The National Cotton Mills of Lumberton, N. C., will increase equipment to 10,000 spindles for manufacturing hosiery yarns. This company will erect an additional building for the new machinery. It is now operating 6240 ring spindles on hosiery yarn production.

The Home Cotton Mills.

The Home Cotton Mill of Elberton, Ga., has been organized with a capital stock of \$100,000. It plans to buy and increase the capacity of Swift's Cotton Mills, now operating 7440 ring spindles and 174 looms on colored cloth production. W. O. Jones is president; I. G. Swift, vice-president, and P. M. Hawes, secretary-treasurer.

The Saxony Spinning Co.

The Saxony Spinning Co. of Lincolnton, N. C., has been incorporated with a capital stock of \$100,000 by Edgar Love, J. B. Wright and A. G. Myers. It will build a cotton-yarn mill, as lately reported, and the equipment will probably be 10,000 spindles.

To Double Banna Mill.

The Banna Manufacturing Co., Goldville, S. C., will increase its capital stock from \$50,000 to \$125,000 and double its capacity. This company is now operating 6912 ring spindles on yarn production.

To Double Capacity.

The Hampton (Ga.) Cotton Mills will double capacity. This company is now operating 6000 ring spindles and accompanying equipment, its product being hosiery yarns.

Wants Hosiery Knitting Machinery.

A. S. Duke of Branchville, S. C., is interested in a plan to establish a mill for knitting full and half-hose. He wants the necessary machinery.

Another Mill for Athens.

J. W. Ingle and J. T. Jordan of Athens, Ga., will build a cotton-yarn mill. They intend to invest \$50,000, and will install 3000 spindles.

Textile Notes.

The Singleton Silk Mill Co. of Wadesboro, N. C., is planning to enlarge its two mills.

The Lois Cotton Mill of Douglasville, Ga., will increase capital stock from \$300,000 to \$500,000 for the purpose of increasing the plant's capacity.

J. B. Douglas and C. G. Hill of Winston-Salem, N. C., and John W. Cannon of Concord, N. C., are reported as organizing a \$125,000 company to build a cotton mill at Winston-Salem.

Reports state that the Warioto Cotton Mills of Nashville, Tenn., will build additions. This company is now operating 20,000 ring spindles and 530 broad looms on the production of brown sheeting.

The Business Men's League of Little Rock, Ark., is planning the organization of a \$250,000 company to build a cotton mill. Eastern capitalists will probably be largely interested.

The DeSoto Parish Development League has been organized with D. A. Petty of Mansfield, president, and G. W. Peyton of Grand Cane and R. T. Moore of Mansfield, vice-presidents, for the purpose of inducing immigration to that section of Louisiana. It is expected that the income of the league will be about \$10,000 a year.

FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

Channel and Thoroughfare in Spain.

Jose Sebatier Vidal, C. Puebla, 14, Madrid, Spain, writes the MANUFACTURERS' RECORD:

"The construction of a great thoroughfare in the city is being discussed again. I enclose the conditions of the last auction and a plan of the town to give people who may wish to become interested an idea of the same. The matter is urgent, as the Mayor said that within three weeks or so he will decide what to do. I have written the Lawrence Manning Engineering Co., Land Wharton Company, Manking Construction Co. and C. P. E. Burgwyn, Richmond, and W. S. Shields, Chicago, as besides this there is a plan to convert the Manzanares River into a channel, and the Government is considering the plans that have been presented in order to decide who will do the construction part by an auction. Any firms who wish to become interested please write. I am associated with engineers and architects who will help to provide these works if enterprising firms of contractors and builders and engineers wish to interest themselves. This work in Madrid is to connect an outlying portion of 40,000 inhabitants with the city direct. In open streets contractor will include necessary underground drainage, etc. The city will pay about 15,600,000 pesetas of the total cost, more or less, to the contractor in cash instalments. Total cost is estimated at 50,000,000 pesetas. The concessionaries will be given the franchise for running a line of cars (electrical) along the new streets for a period of 50 years. All work to be completed in eight years."

Wants Fermenting Tanks.

Lauro M. Guerra y Hermano, Apartado Postal No. 540, City of Mexico, writes the MANUFACTURERS' RECORD:

"We are requiring 11 fermenting tanks, for a distillery, to be made of two-inch cypress boards with regular numbers of hoops and well finished. Make quotations f. o. b. Tampico, duties and customs charges being per our account; tanks to come in the shoeks that is K. D., but all pieces well marked, so that our men can erect. In making quotations give all necessary information as to the material that you propose to furnish and how soon you can make shipment. Tanks to be 12 feet 1½ inches at base, 11 feet 5 inches high and 11 feet one inch at the top, as per sketch enclosed."

Dry and Fancy Goods.

Martin Lopez & Co., P. O. Box 148, San German, Porto Rico, write the MANUFACTURERS' RECORD:

"We are engaged in the general commission line, and in order to secure the agency for a first-class American jobber or manufacturer of dry and fancy goods beg to ask you to kindly put us in communication with American concerns making a specialty of these lines."

According to a dispatch to the Dallas (Texas) News, an order has been placed by one individual of Oklahoma with Detroit and Indianapolis firms for 2000 automobiles to be distributed in the Southwest from Oklahoma City and Dallas. This large single order illustrates the steadily increasing popularity of the motor car.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

CHICAGO TO SAVANNAH.

Illinois Central Buys Central of Georgia—Through Service Expected to Expand.

The Georgia Central Railroad, in which E. H. Harriman became interested some time ago, has been purchased by the Illinois Central Railroad Co., which he also controls. The Illinois Central now has entrance into Birmingham, Ala., which is also reached by the Central of Georgia, and it appears probable that a more extended through train service will be arranged between the two roads. A suggestion of what will be done was made by Mr. Harriman more than a year ago, when he said that he would spend \$10,000,000 for improving the Central of Georgia if the company could be assured that hostile legislation would cease. The sale includes control of the Ocean Steamship Co.'s lines between Savannah and New York and Savannah and Boston.

A dispatch from Chicago quotes President J. T. Harahan of the Illinois Central as saying that the Central of Georgia will be an important part of the Illinois Central system, and that it was purchased because the development of the South has lately been so rapid that the Illinois Central desired to place itself in a stronger position there. There will be no immediate change in the management of the purchased property.

As to the traffic relations between the two roads, President Harahan is further quoted as saying that there will be no change as to actual conditions. Close traffic relations have been maintained, and a through train service is in existence. In time, he says, there will be a great improvement in the through freight and passenger service between the Middle West and the larger centers in the Southeast.

There is some talk that the Illinois Central may build a line from Hopkinsville, Ky., to Chattanooga, Tenn., but nothing official has yet been disclosed to confirm this report.

Another report quotes President Harahan as saying: "The acquisition of the Central of Georgia enables the Illinois Central to reach the Atlantic Ocean at Savannah with a vast tonnage of freight over its own rails, which heretofore it had to turn over to connections. It will mean much to Savannah and the coastwise trade, as well as the opening of new routes of traffic to Chicago and Western points, and is really more important than it looks upon the face of it."

"The sale carries with it three steamship lines, one to New York, another to Boston and another to Philadelphia, which lines will naturally benefit by the routing of freight through Savannah to Atlantic coast points. The new acquisition does not mean that a new transcontinental route by way of the Southern Pacific will be established. Galveston will continue to be the Gulf port of that system. It means the opening up of new fruit routes and the development by the Illinois Central of the Southeastern territory, and gives us important new fields to cover."

SHAW TO GREENVILLE.

Plans for a New Railroad in Mississippi—Extensive Development.

J. C. Walker, attorney and counsellor-at-law, Shaw, Miss., writes the MANUFACTURERS' RECORD that he has secured a charter for the Shaw & Southwestern Railway Co., which he is promoting to build a line from Shaw southwest through Bolivar county via Busey to Greenville,

in Washington county, about 25 miles. The capital stock is \$50,000, which may be increased if desired. The organization will be effected as soon as the charter is recorded. The incorporators are L. G. Dean, a planter at Shaw, and the road will run through his plantation of 1000 acres; J. P. Sharp, secretary-treasurer of the Bolivar Cotton Co.; W. M. Block, Jr., Dr. T. M. Berry and Mr. Walker, all at Shaw, Miss.

Mr. Walker further says that he has secured pledges for practically all the right of way, and deeds have been executed for a greater part of it. M. W. Busey, a banker of Urbanna, Ill., who owns a plantation of 8000 acres which the road will traverse in Bolivar county, has been lending assistance, and is much interested in the road's success. Mr. Walker further says that he has the assurance of some Chicago capitalists that ample funds will be furnished to put the line through, and he expects to begin construction some time in the early autumn. Shaw and Greenville are both lending assistance and encouragement, and will supply a bonus.

Continuing, Mr. Walker writes that the primary object of the new line is to connect at Busey with the Delta Southern Railroad, which is a branch of the Southern Railway in Mississippi. Shaw now has only one railroad, the Yazoo & Mississippi Valley, but he says that with the new road freight rates would be reduced, the southern end of the county would be opened up and thousands and thousands of acres of fine timber will be reached and cut which it is now impossible to get to market. The line will also, he says, result in the establishment of a cotton compress at Shaw, besides other industries, and will aid materially in the growth of the town. At present from 8000 to 10,000 bales of cotton are shipped at Shaw, and that amount would be doubled with the new road in operation. Economies in the operation of the municipal water and light plant are also expected to result from the opening of the line.

ANOTHER BIG TRAIN.

Ninety Loaded Fifty-Ton Coal Cars Hauled on the Virginian.

A dispatch from Norfolk, Va., says that a solid train of 90 loaded coal cars, each containing 50 tons, has been hauled over the Virginian Railway from Roanoke to Norfolk, 243 miles, by one locomotive. A week ago a train of 80 cars was hauled from Victoria to Norfolk, 125 miles. This latest performance much exceeds the promise of the builders of the road that 4000 tons of coal could be hauled by one engine, as the train just reported contained 4500 tons. This is said to be a record-breaking performance.

L. & N. MAY GET IT.

Atlanta, Birmingham & Atlantic Would Give Admirable Outlet to Ocean.

The Louisville & Nashville Railroad Co. has its eye on the Atlanta, Birmingham & Atlantic Railway, and may acquire it, according to a rumor current in New York. The Atlanta, Birmingham & Atlantic, which was built by H. M. Atkinson of Atlanta and associates, is in a receivership, and efforts are now being made to reorganize it. The road uses the Louisville & Nashville track to enter Birmingham, Ala., from Pelham, a distance of 19 miles, pending the construction of its own entrance.

The acquirement of this road would give the Louisville & Nashville a direct route from Birmingham to the seacoast at Brunswick, Ga., with a branch about 70 miles long into Atlanta. The road has excellent terminal facilities at Brunswick and a splendid harbor, with steamer con-

nection to New York, Boston and Havana.

The purchase of the Georgia Central by the Illinois Central tends to strengthen belief in the report that the Louisville & Nashville will acquire the Atlanta, Birmingham & Atlantic, which would be of particular advantage to it and would likewise be of value to the Atlantic Coast Line, which controls the Louisville & Nashville.

EAST COAST AND SOUTHERN.

J. P. Morgan Expected to Bring About Close Traffic Arrangements.

The entrance of George W. Perkins to the board of directors of the Florida East Coast Railway, Henry M. Flagler's road, is an interesting report from New York, and it is stated that J. P. Morgan & Co. will float some new bonds, amounting to \$9,000,000 or \$10,000,000, for the Florida East Coast Railway, while it is also said that the firm will be financial agents for the road.

These relations of Mr. Morgan with the Flagler railroad interest give rise to expectations that the relations between the Florida East Coast Railway and the Southern Railway will hereafter be very close. This is noteworthy especially because Mr. Flagler's road is being extended to Key West and will establish a through railroad service from that point, with fast ocean ferryboats to Havana. Only about 40 miles of line have to be completed to reach Key West, and they are now under construction. Doubtless there will be advantageous traffic arrangements established between the two roads as the result of the Morgan interest in the Florida property.

MORE SHOPS AT MACON.

Central of Georgia to Spend a Million for Buildings and Machinery.

President J. F. Hanson of the Central of Georgia Railway, according to a press report from Atlanta, where the offices of the company are situated, says that it has been decided to proceed with the construction of additional machine shops at Macon, Ga., at a cost of \$1,000,000. Bids for the structural steel necessary will be asked immediately. The company has already invested \$750,000 in shops at Macon.

New Equipment, Rails, Etc.

The Rock Island system is reported to have ordered 22,000 tons of rails from the Illinois Steel Co., Chicago.

The equipment order to the Harriman lines, according to a press report, will include 175 passenger cars. It is said that bids have been received for 4300 freight cars.

The Chicago & Alton Railroad is reported asking bids for passenger equipment.

The Pennsylvania Railroad is reported in the market for a very large number of freight cars, but no official statement has yet been made as to the number that will be required, although rumor places it as high as 35,000.

The Missouri, Oklahoma & Gulf Railroad has, it is reported, let a contract for 20 gondola cars of 30 tons capacity to the Hicks Locomotive and Car Works, Chicago.

The Central of Georgia Railway is reported to have ordered 5000 tons of rails at Ensley, Ala.

The steel contract for the Winner bridge, previously reported let, is now, according to a report from Kansas City, awaiting the settlement of details.

The Rock Island system is reported to have purchased from the Stover Motor Car Co. of Shreveport, Ill., a 25-passenger car to operate from Enid to Anadarko, Okla.

The Louisville (Ky.) Railway will, it is reported, purchase 35 cars.

Stone & Webster are reported to have purchased from the Cincinnati Car Co. 13 car bodies for the Northern Texas Traction Co. at Fort Worth, and two cars for the Dallas Consolidated Railway. It is also said that four more car bodies will be purchased for the Northern Texas line.

The United Railways Co. of St. Louis, Mo., is reported constructing cars in its own shops at the rate of one a week.

The Nashville Interurban Railway, Nashville, Tenn., is reported in the market for second-hand material as follows: One 40-ton electric locomotive, one double-truck motor car and motor and trailer ballast cars, all for direct current, 500-volt operation.

Extension to Shelbyville.

Henry Glover, receiver of the Louisville & Eastern Railroad, in a letter to the MANUFACTURERS' RECORD confirms the report that 5 per cent. receivers' certificates to the amount of \$337,623.57 have been authorized to complete the extension from Beechwood, in Jefferson county, to Shelbyville, in Shelby county, Kentucky, 22 miles. This extension will connect at a point three miles east of Louisville with the old line of the Louisville & Eastern Railroad, running from Louisville to La Grange, Ky., 27 miles. This new construction will make the entire line about 50 miles long. J. B. Walker is engineer for the company, but a date has not yet been fixed to open bids for construction and equipment, specifications not being completed. The line will run through a good agricultural country which is well populated.

Before the appointment of a receiver the company spent about \$400,000 on the proposed extension, and the authorization of the issue of certificates is based, at least in part, upon the consideration that the work already done and the material furnished are deteriorating in value. Hence the extension is to be completed as soon as practical. The certificates are to be sold at not less than par, and they are to mature July 1, 1912.

Marshall & East Texas.

The Marshall & East Texas Railway Co., which has recently decided to extend to Newton, Texas, 125 miles south of Marshall, has been making a number of improvements to the line of the Texas Southern, by which name the road was formerly known, the line being then 74 miles long from Marshall to Winnsboro. Since last August, when it was acquired by present owners, it is stated that 80,000 new ties have been put in, nearly all of first-class oak, and now only oak ties are being used. More than 6000 feet of piling have been put in the trestles, and all bridges have been repaired. Two freight locomotives have been purchased and other engines have been repaired. Two new passenger cars have been bought, and some flat cars have been constructed. On the extension from Marshall southward five miles have been graded, and track is being laid, there being now about three miles of track and bridges completed.

Provident Right of Way Co.

President Carey Shaw of the Provident Railway Right of Way Co. writes from Houston, Texas, to the MANUFACTURERS' RECORD confirming the report that the company has been chartered in that State and saying that it will begin survey this week. The line will run from El Campo or Glen Flora, both in Wharton county, Texas, to either Hallettsville or Yoakum, in Lavaca or DeWitt county, respectively, the route to be not definitely determined until survey is completed. The road will be approximately 60 miles long, and will traverse a very rich section of country, all

settled by prosperous farmers. Besides Mr. Shaw, those interested are Frierich Simpson, Hallettsville, Texas; Frank J. Hardy, El Campo, Texas; E. W. Townes, Houston, Texas; Lewis H. Scurlock, Kansas City, Mo., and other Kansas City capitalists. His address is 602 Main street, Houston, Texas.

Tennessee Central Work.

An officer of the Tennessee Central Railroad informs the MANUFACTURERS' RECORD that the company is building a passenger station at Cookeville, Tenn. It will be of brick, and is being erected by the company's forces at an estimated cost of \$5000. Work is under way, and the structure will be completed by August 1.

Concerning the report that it is contemplated to build a branch from some point on the Eastern division to develop coal regions, also to build a passenger station at Nashville, it is stated that these matters have not been seriously considered.

Railroad Presidents Entertained.

The Board of Trade of Bristol, Tenn., recently gave a complimentary banquet to Presidents W. W. Finley of the Southern Railway, L. E. Johnson of the Norfolk & Western Railway and Geo. L. Carter of the Carolina, Clinchfield & Ohio Railway. In addition to these, there were a number of other railroad men present, besides many business men of Bristol. Addresses were made by Presidents Finley and Johnson for the railroads and by Samuel L. King and others of Bristol for the financial and commercial interests.

Rail-Welding by Electricity.

The United Railways & Electric Co. of Baltimore has closed a contract with the Lorain Steel Co. of Ohio for the electric welding, with steel bars, of 5000 rail joints. The work is under way, and considerable has been accomplished. This process, it is stated, prevents leakage of current and renders unnecessary bonding the rails with copper wires. A year or more ago much work of this character was done by the company on one of its lines, which was then being reconstructed on account of repaving and alterations of grade.

Fort Worth to Albuquerque.

Charles Dickinson of Fort Worth, Texas, has started a movement to build a railroad from that city to Albuquerque, N. M., and it is further reported that a total of \$100,000 have been subscribed in Fort Worth to back the project. This line will go through a territory lying between the Fort Worth & Denver City Railway and the Texas & Pacific Railway, which are 100 or more miles apart. Among others who are mentioned as interested are William Capps, George T. Reynolds, T. T. D. Andrews and James W. Swayne.

May Make a Pacific Route.

The Santa Fe system, according to a report from Austin, Texas, will form an air line route from Galveston to the Pacific coast as the result of the construction of the new line, for which contract has been let, between Clovis, N. M., and Coleman, Texas, 156 miles.

Railroad Notes.

The Texas & Pacific Railway has begun using the Illinois Central union station at New Orleans for passenger business.

The Atlantic Coast Line has bought a lot at the northeast corner of Broad and 6th streets in Port Norfolk, Va., adjoining the right of way of the company. Nothing has been announced as yet concerning the use to which the property will be put.

A dispatch says that promoters are working on a plan to build a railroad 19

miles long from Dillard, Ga., to Highland, N. C. It will begin at an altitude of about 2000 feet, and will run through the mountains with a 4 per cent. grade to a height of 4500 feet via Estatoe Falls.

A dispatch from Charleston, W. Va., announces that D. C. T. Davis of Charleston and H. L. Van Sickle of Lewisburg, W. Va., have been appointed receivers for the Greenbrier & Iron Mountain Railway Co., operating a line 30 miles long out of White Sulphur Springs.

W. O. Lipscomb, railroad contractor, Roanoke, Va., has just been awarded a contract for eight and one-half miles of work with the New River, Holston & Western Railroad in Wise county, Virginia. A press report says that this extension is from Day to Rocky Gap.

The Seaboard Air Line Railway announces the following appointments: F. H. Smith, contracting freight agent, Norfolk, Va., vice F. W. Elliott, resigned, to accept service with another company; J. E. White, soliciting freight agent, Norfolk, Va., vice F. H. Smith, promoted.

An officer of the Missouri Pacific Railway informs the MANUFACTURERS' RECORD that the company is not now purchasing equipment, and has not undertaken construction of any new mileage, but is simply carrying on such betterment work as was necessarily deferred by the business depression.

The Anderson Traction Co. of Anderson, S. C., has, according to a report from Charleston, been ordered sold by a decree of the United States Circuit Court, the sale to take place at Anderson at noon on October 12 by J. A. Brock. The road performs street railway service in Anderson, with extensions to Gluck Mills and Bolton.

The Gainesville Railway & Power Co. of Gainesville, Ga., will, it is reported, take over the property of the Gainesville Electric Railway recently sold. The new company will have \$150,000 capital and \$150,000 of 6 per cent. bonds. It is stated that the president will be A. G. Sharp of Atlanta, while W. H. Slack will be secretary and treasurer.

It is reported from Dallas, Texas, that the Santa Fe will purchase the Roscoe, Snyder & Pacific Railway, a new line 30 miles long from Roscoe to Snyder, Texas, with an extension under construction to Fluvanna, Texas. It may be made part of the proposed new line from Clovis, N. M., to Coleman, Texas. E. S. Hughes of Abilene, Texas, and others are interested in the Roscoe property.

A letter from Chattanooga, Tenn., to the MANUFACTURERS' RECORD says that the Mountain Railway Co., care D. J. Duncan, Lookout Mountain, Tenn., is having surveys and plans prepared by the Cushman-Fairleigh Engineering Co., James Building, Chattanooga, for an incline railway up Lookout Mountain (a suburb) from the property of M. H. Ward at Mountain Junction to a point a short distance south of Lookout Mountain House. It is contemplated to carry passengers and vehicles.

The City of Martinsburg, W. Va.

One of the growing cities of West Virginia is Martinsburg, located near the coal regions of that State, and about 100 miles from Baltimore. Martinsburg offers cheap coal, natural gas supply, low labor and freight rates to manufacturers who want to establish plants where the raw materials and other necessities are obtainable at the lowest prices. There are also opportunities for agricultural developments. Particulars as to Martinsburg's advantages can be obtained by addressing the Board of Trade; C. E. Martin, secretary.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Big Deal for Timber and Mills.

Reports from Houston, Texas, state that J. M. West of that city, representing Houston and other capitalists, is negotiating with William Carlisle & Co. for the purchase of their timber and mill properties at Onalaska, Texas. This deal is one of magnitude, and involves, it is said, about \$8,000,000. Two sawmill plants are included in the transaction, one of which is equipped with band and gang saws, and has a daily capacity of 175,000 feet of lumber, while the other is equipped with circular saws having a capacity of 50,000 feet per day. The timber lands are estimated to contain 1,000,000,000 feet of standing long and short-leaf pine and other woods. Logging facilities are provided by a system of logging roads which the company owns and which are also included in the deal. The plants are located on the Beaumont & Great Northern Railroad, about midway between Trinity and Livingston.

Large Orders for Handles.

A report from Denison, Texas, states that G. W. Pitman of the Denison Handle Factory has received orders from England sufficient to keep his plant running to its full capacity for an indefinite period. One order is for 12 cars of handles (1000 dozen handles to the car) to be shipped to one firm, and another is for one car a month to be shipped for an indefinite length of time. Mr. Pitman, it is stated, is establishing lumber camps around Denison and in Oklahoma in order to keep a sufficient supply of material on hand, for the most part ash. He is also interested, it is said, in the establishment of a coffin and casket factory at Denison.

Lumber Notes.

The Georgia-Florida Sawmill Association met at Savannah early last week.

Deputy Commissioner Haley of the Department of Agriculture of Mississippi is preparing a complete list of sawmills and sawmill property in the State, both in the pine and hardwood regions.

Lumber manufacturers of Mississippi, Arkansas, Louisiana, Missouri and Tennessee will meet at Memphis on June 26 for the purpose of discussing prevailing conditions in the gum lumber trade.

The San Antonio (Texas) Builders' Exchange has elected the following officers: Jacob W. Wagner, president; Geo. M. Perry, vice-president; John Sutcliffe, secretary, and P. T. Shelds, treasurer.

The Alabama-West Florida Lumber Manufacturers' Association, J. T. Burlingame of Yellow Pine, Ala., president, and J. H. Eddy of Birmingham, secretary-treasurer, will meet at Birmingham July 13.

Progressive San Antonio.

After gathering statistics and data bearing upon the progress of San Antonio and vicinity, the *Express* of that city has issued a real-estate and industrial edition, presenting a story of marvelous growth in every line of endeavor. The city has kept pace with the advancement of the surrounding territory. During the fiscal year ended May 31 the estimated value of building permits issued amounted to nearly \$3,500,000, while the volume of business reported by more than 200 manufacturing factories aggregated \$32,000,000. The population is estimated at more than 100,000, and the school property of the city is valued at \$4,000,000.

MINING

Virginia Iron Ores.

The Geological Survey's bulletin entitled "Contributions to Economic Geology for 1908, Part I," contains a preliminary report on the iron ores of the Appalachian region in Virginia, by E. C. Harder. The report outlines briefly the iron ores of Virginia according to classes and districts, contains a short review of the iron ores of the Piedmont region, and describes in some detail the iron ores of the Appalachian region.

The Appalachian iron ores of Virginia are principally brown ore, of three varieties, and hematite, of two varieties. Magnetite occurs at a few localities, associated with limestone; iron carbonate is found locally as concretions in many of the shale formations; pyrite is found in sufficient abundance in some places to be used in the manufacture of sulphuric acid, and the residue of iron oxide (blue billy) is sometimes used in steel manufacture.

The mountain brown ores occur along the Blue Ridge and in the New River district in small pocket-like deposits in residual material. The principal ore-bearing areas lie in two belts, one extending from Front Royal on the north to Roanoke on the south, the other from Allsonia on the northeast to a point within a short distance of the Tennessee line. Between these two belts there is a non-workable area about 40 miles in length. At few places is either bed more than a few miles wide.

In the Blue Ridge district the ores occur mainly at or near the west foot of the mountains. In the New River district the ores occur on the north slopes of the ridges south of the valley of New River and on minor ridges within the valley.

Mr. Harder's report describes the character and the geologic relations of the various ores and contains many geologic sections and analyses of ores. It is included in an advance chapter of Survey Bulletin 380, known as Bulletin 380-E, which may be had on application to the director of the survey at Washington.

The Barrackville Coal Properties.

The Grafton dispatches relative to the Barrackville coal properties, mentioned last week, were erroneous. The facts are that the Jamison Coal & Coke Co., 1263 Frick Building Annex, Pittsburg, has purchased 6800 acres of Pittsburg coal land near Barrackville, W. Va., from the Barrackville Coal & Coke Co. and the Philadelphia & Reading Coal & Iron Co. The purchaser intends to develop and will sink two shafts for a large output as soon as engineers can prepare plans. It has also acquired surface lands for four or five plants.

To Develop 5000 Acres.

The Tennessee River Coal Co. has been incorporated with a capital stock of \$800,000 for the purpose of developing 5000 acres of coal land in Marion county, Tennessee. This company is now arranging to have a daily output of 2000 tons of coal, and its engineer in charge is Crozier F. Kilpatrick, 35 Wall street, New York. Messrs. Lewis Earle, Friend Hoar and Howard W. Richardson of New York are directors of the company.

The Alma Coal Co. of Huntington, W. Va., has incorporated with a capital stock of \$100,000. Among its incorporators are Donald Clark, T. J. Bryan, E. M. Watts and associates.

The sixteenth annual convention of the National Fertilizer Association, C. A. Ailing of Chicago, president, and W. G. Sadler of Nashville, secretary, will be held at Atlantic City July 6-7.

MECHANICAL

Percival Reinforced-Concrete Tie.

Some weeks ago the MANUFACTURERS' RECORD referred to a type of concrete railway tie adopted for the Italian railways, the first lot of 300,000 ties having proven so satisfactory that the order had been duplicated. There is presented herewith

steel used in reinforcing. Under each rail is placed a wood cushion for elasticity, and the wood cushion can be replaced at any time at small cost.

The rail is fastened with screw spikes in babbitt sockets, four fastenings to each tie. The fastening used (patented) is conceded by engineers to be effective. It prevents anything from shaking loose, and

cheaply removed at any time. The spike is said to have been in general use in Europe for the last 25 years.

This tie can be manufactured along the line of any railroad. H. E. Percival of Houston, Texas, is the inventor of this reinforced-concrete tie.

The Lytton Steam Trap.

People interested in steam specialties will find their attention attracted by the two accompanying views of the Lytton steam trap, which is manufactured by the Lytton Manufacturing Corporation of Franklin, Va. Describing the trap, the company says: "In the operation of a steam plant, whether stationary or on shipboard, the thorough draining of the water condensation is fully as important as any other feature, and unless it is thoroughly done, danger to the engines, leaky joints in the piping, insufficient duty from the heating surface when required for heating or drying, are some of the most important difficulties to contend with.

"Being a practical engineer, and having been 'up against' the difficulties usually experienced in keeping the average trap in proper working condition, our Mr. Lytton designed the Lytton trap with the hope of producing a device which would meet the most exacting requirements, and we believe we have as near a perfect steam trap as it is possible to devise.

"All those familiar with steam engineering work are aware of the fact that various methods are employed in trying to secure effective results in handling the water of condensation, and the experiences of the engineer are often exasperating. The automatic trap is the most generally adopted device, but the complaints that arise from their failures are numerous and strong, and the causes are many, ranging from 'inadequate simplicity' to 'compli-

believed that all will agree that the possibility of failure to properly function at all times is reduced to a minimum.

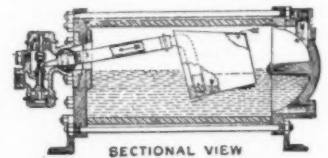
"Few traps are provided with easy facilities for correcting a derangement of the working parts, and few of the so-called convenient ones fulfill the claims made by the makers. In this respect the Lytton trap is in a class by itself. All of the working parts are located on the outside, and are therefore readily accessible for inspection and repairs, and in addition to this a hand lever is provided for manual operation.

"We use the best material obtainable in the manufacture of these traps. The parts are all made to template, and are therefore interchangeable. Hence any parts which become worn can be renewed at a nominal cost.

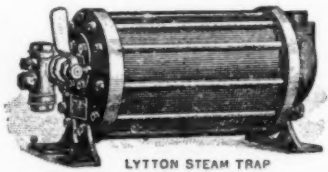
"Some special features of the Lytton steam trap are:

"(a) All of the working parts, with the exception of the bucket float alone, are on the outside of the receptacle, and therefore in sight and readily accessible. It is recognized that no trap can be absolutely infallible, but with this design any trouble can be immediately located and corrected with a minimum of time and cost without the necessity of disconnecting any piping or taking a bonnet off of the trap.

"(b) Any of the automatic functions of the trap can be performed by hand from the outside; hence in the event of any solid matter lodging under the valve during discharge, it can usually be dislodged by sim-



SECTIONAL VIEW



LYTTON STEAM TRAP
THE LYTTON STEAM TRAP.

ply submerging the float and allowing the trap to blow through for a moment.

"(c) The discharge valve is practically balanced, and its operation is therefore independent of the pressure.

"(d) The trap will discharge against any pressure less than that within the trap.

"(e) The discharge valve being balanced, its size is not limited by the pressure, as in most traps, and a large valve opening is therefore obtained, with a consequently increased discharging capacity.

"(f) The float is of the open-bucket type, made of copper and brazed, and will last indefinitely.

"(g) The copper gasket on the inlet head also forms a vertical strainer. A plug is provided on the under side of the inlet head for blowing off or cleaning out any sediment or other matter stopped by this strainer. The strainer being vertical and practically equal in diameter to that of the trap receptacle, there is little probability of its becoming stopped up to a sufficient extent to interfere with the inflowing water.

"(h) The trap being provided with detachable feet and adjustable heads drilled to template, it can be installed to sit on a deck, bolted directly to a bulkhead or partition or bolted directly to a deck overhead, thereby obviating all necessity for brackets, hangers or any other support of such nature.

"(i) The weight of the trap, for a given capacity and for a given strength, is considerably less, as a result of the patented

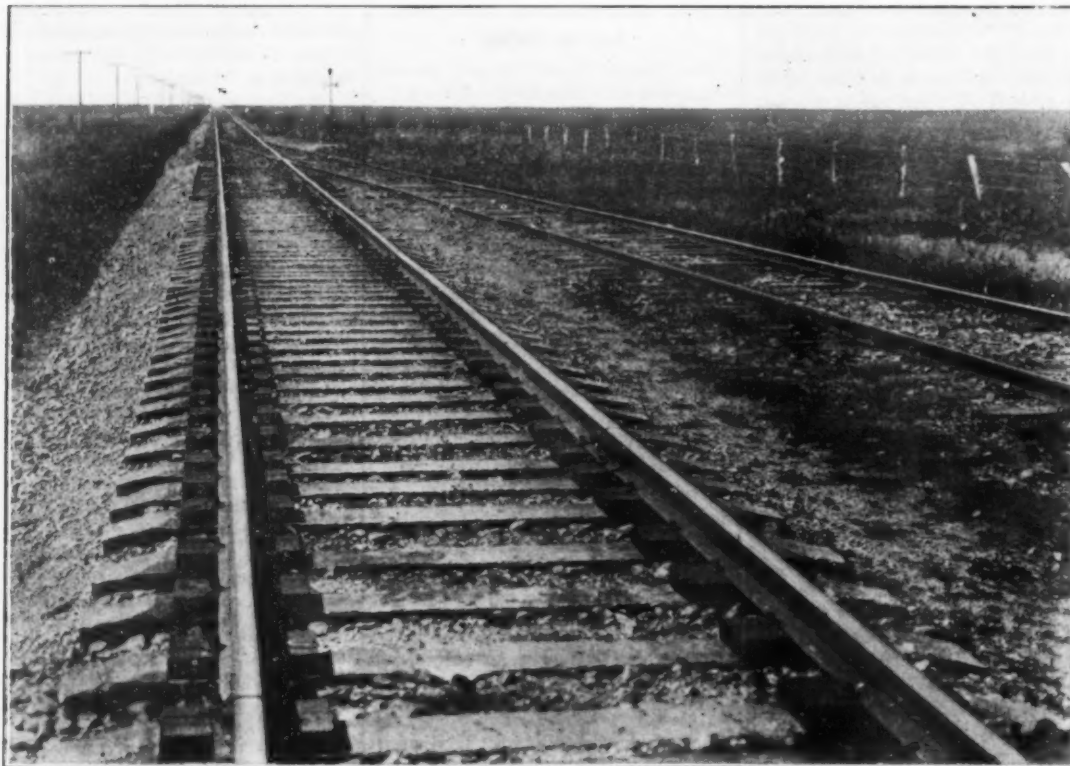


PERCIVAL REINFORCED CONCRETE TIE.

two illustrations of the Percival reinforced-concrete tie, which will interest people who are concerned with the construction of railroads. The large illustration shows Percival ties on a section of track on the Galveston, Houston & San Antonio Railroad at Edgewater, Texas, while the smaller illustration is a view of Percival ties laid by the Stone & Webster Engineering Corporation of Boston on its street

rail spreading is almost impossible. The Percival railroad tie is manufactured of the material commonly used in concrete construction, each tie being reinforced with four corrugated steel bars manufactured by the Corrugated Bar Co., and every four bars weigh 26 pounds.

The dimension of each tie is 9 inches face, 9 inches deep and 8 feet long. The ends on base made oval for three feet;



PERCIVAL REINFORCED CONCRETE TIES ON GALVESTON, HOUSTON & SAN ANTONIO RAILROAD.

railway at Houston, Texas. The Percival tie is V-shaped, 22 inches in center base, which makes it a self-tamper and relieves center pressure, an important feature to consider. The strength is accomplished by the shape referred to.

The tie is fireproof, insect-proof, and there is no part of it that will corrode, because there is no steel exposed. The only

center is cut away for two feet, making a perfect V-shape; any length can be made.

The rail rests on a treated hardwood cushion 2x8½x15 inches. An indestructible screw socket is cast in the tie, and a ¾x9-inch screw spike passes down through wood cushion into socket. This makes a reliable rail fastening, easily and

cated failures' in design; defective material or workmanship; incrustation from the water, foreign matter left in the piping system, often causing the usual small openings to become clogged and rendering the trap inoperative, or holding the valve open to waste steam.

"By a careful study of the description of the Lytton trap and its operation it is

construction used, than most traps on the market. The construction used also gives an apparatus of much neater appearance than any other trap on the market.

"(j) All of the working parts are extremely simple in design and operation, and it is believed they are as nearly absolutely reliable as it is possible to obtain."

"When the trap is first installed it will be necessary to either fill the receptacle approximately one-half full of water, or to hold the hand lever forward, which will raise the float and allow the discharge valve to remain closed until sufficient condensation has flown from the system to the trap to support the float in position shown in cut.

"When the above condition has been established the water flowing in the trap through inlet opening will raise the float until it strikes the outer casing; when the trap has filled the water will flow into float, causing it to drop to the bottom; this will cause an upward movement of the lever, which raises the auxiliary valve and admits the pressure in the trap to the under side of the piston attached to main valve, which opens the main valve and the water flows out of trap through float, connection pipe to outlet. The water will flow from the trap until it is level with the top of float, with float at lowest position, when almost instantly sufficient water has been blown from float, so that it will raise and float in the position shown in sectional view. This closes the discharge valve, which will remain closed until bucket float again fills and drops to the bottom.

"We make steam traps for special purposes, and of any size pipe connections to suit requirements.

"The Lytton traps are especially adapted for use on steam-jacketed cylinders, steam separators, steam pipes to engines and pumps, driers in cotton, woolen and paper mills, brewers' kettles, evaporating and vacuum pans and steam-heating apparatus in general, using either high or low pressure."

General Electric Gasoline-Electric Car.

An interesting exhibit at the Master Mechanics' and Master Car Builders' Convention in Atlantic City was the gas-electric car shown by the General Electric Co. of Schenectady, N. Y. This new type of car, designed for short-line railroad work, was operated from the company's plant to Atlantic City and return under its own power.

The gas-electric car is an electric car carrying its own power plant in a small compartment in the front end. It is driven by two powerful motors on the forward truck, and the current is generated by an 80-kilowatt direct-current generator, driven by a 125-horse-power gasoline engine. The new car is controlled similarly to a large interurban trolley car. With the controller handles it can be quickly started, stopped, accelerated or reversed, giving a great flexibility of control, such as required on short lines where stations are numerous and very close together.

This car is 40 feet long, the ends parabolic in shape in order to reduce the air resistance to a minimum when traveling at high speed, and will seat 50 passengers, besides carrying their baggage and a reasonable amount of express and mail.

The car entrance is from the side near the middle. The passenger compartment is in the rear, the room terminating in an observation compartment. The smoker is located across the entrance, with the baggage-room next to the engine-room.

The car has a steel body, mounted on bogie trucks. The forward truck is equipped with two standard railway motors of 100 horse-power each, and in the forward compartment is the power plant, gasoline engine and electric generator of

125 horse-power capacity. There is no mechanical connection between the power-generating plant and the power truck, the power being transmitted by electricity and controlled by a device similar to the controller on a trolley car, this control being very simple and economical, and in its effect being equivalent to a mechanical connection with a practically infinite number of gear ratios, but without change gears. The speed of the car is from 50 to 60 miles per hour. The car can be started, stopped and reversed without stopping or changing the direction of rotation of the gas engine.

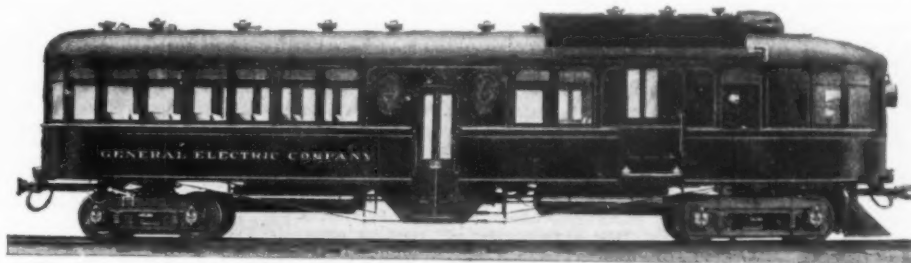
Forward motor truck has wheel base of 6 feet 6 inches, and is equipped with standard MCB 33-inch wheels, boxes and axles, equalized and equipped with swinging bolster, weight 9500 pounds. Motor truck is equipped with two standard type G. E.

standard practice, but specially designed to meet the conditions of this service. Rating of generator, TD-S poles, 80 kilowatts, 550 R. P. M., 600 volts; rating of exciter, MP-6 poles, 3½ kilowatts, 550 R. P. M., 32 volts. Magnet frame is bolted directly to end of engine frame by suitable flange. Commutating poles are provided. Outboard bearing is ring-oiled and contained in a three-arm bracket bolted to magnet frame. Armature and commutator are of large diameter; commutator overhanging exciter, resulting in a compact design with both commutators on front of generator and easily accessible; gasoline tank of steel and of 90 gallons capacity; tank is under car body, and a convenient means is provided for filling from exterior of car. Two strainers are supplied between gasoline inlet and engine; only one pipe leads from this tank

The gasoline engine is started by compressed air from main reservoir through distributing valve to several cylinders in succession. For recharging reservoirs, if necessary, when main engine is shut down, a 3¼x4-inch single cylinder, single-acting air pump direct connected to a four-horse-power, single-cylinder, two-cycle gasoline engine is located on left side of engine compartment.

The car is electrically lighted by 25-volt incandescent lamps. Current is supplied from exciter when main engine is running, and from a 12-cell storage battery, located under car body, when main engine is shut down. Automatic means are provided for switching the lights from one circuit to the other and for charging battery from exciter. There is a 32-candle-power incandescent headlight.

The car body is heated by a system of



GENERAL ELECTRIC GAS-ELECTRIC CAR.

205,600-volt, box frame, oil lubricated, commutating pole railway motors. Each motor is of 100 horse-power on bases of standard rating. Motors are mounted directly on axles, with nose suspension, and equipped with standard gear cases. Rear truck is substantially same as motor trucks, but with 5-foot 6-inch wheel base, and of somewhat lighter construction; weight 6750 pounds. Power plant consists of eight-cylinder 100-125 horse-power, 550 R. P. M., four-cycle gasoline engine of "V" type, direct connected to eight-pole, 80-kilowatt, 600-volt commutating pole generator, and direct coupled 3½-kilowatt, 32-volt exciter. Crank case is constructed of cast iron, suitably ribbed and bolted to base. Cylinders are eight inches diameter by eight-inch stroke, and constructed of soft, close-grained, gray cast iron. Water jackets are cast integral with cylinders. Exhaust and inlet valves are on same side; pistons of trunk type and made of same material as cylinders, fitted with three cast-iron snap rings. Connecting rods are drop-forged machinery steel. Piston pins are of steel, hardened and ground, fixed in end of connecting rod with two bearings in piston. Bearings consist of bronze cages, lined with babbitt. Crankshaft is of high-carbon machinery steel, forged in slag and machined to size. Flange couplings for cam shaft gears and generator are forged integral. Cam shaft is made of machinery steel, upon which cams are cut from solid stock; cam shaft gears of bronze and machinery steel; all valves of nickel steel.

Lubrication is secured by automatic forced feed oiler, supplying oil to all wearing surfaces; engine cooling provided by thermo-siphon circulation in radiators of fin-tube type of 2000 square feet cooling surface and 60 gallons capacity, suitably placed on roof of car; cooling system arranged so that it may be filled from exterior of car. All parts of cooler and engine can be readily drained. Ignition system consists of high-tension magneto and plugs. Carburetor is of overflow type, with adjustable control for warm-air supply. Gasoline is supplied to carburetor by plunger pump mechanically driven from engine; auxiliary hand pump provided for starting.

The generator and exciter are built in accordance with the General Electric Co.'s

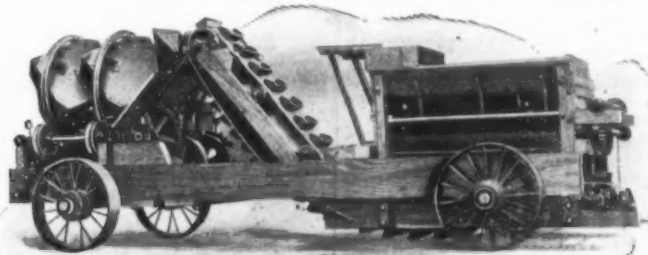
to gasoline pump, leaving former at top.

A special controller is provided, by which the motors are placed progressively in series and parallel and the voltage applied to them controlled by varying the strength of the generator field. This is accomplished by movement of a handle on controller; latter is provided with reversing handle to change polarity of armature current in relation to field current of motors, and thus reverse car. Substantial handles for spark and throttle are conveniently placed on controller. Special control can be provided, arranged for operation from either self-contained power plant or from 600-volt direct-current overhead trolley circuit of a street railway system. When operating from overhead trolley the motors will be controlled in usual manner, i. e., series-parallel connections, with intermediate steps obtained by plac-

ing hot water circulation on the thermo-siphon principle, the heat being obtained from the exhaust gases.

A New Concrete Mixer.

The Nims Concrete Machinery Co. has put on the market an auto-traction concrete mixer that should prove of interest to anyone who has concrete to place at scattered points. The machine can be moved forward or backward under its own power, and can be taken from one job to another without any trouble. It will go anywhere that an ordinary automobile truck will go, and will move at a good fair speed and has a capacity of from 125 to 150 cubic yards per 10-hour day. It differs from the standard Nims plans in the following points: Mixer and measuring machine are both mounted on same frame, and drum of mixer is of sheet steel instead



NIMS AUTO TRACTION CONCRETE MIXER.

ing resistance in main circuit; same handle accomplishes both operations.

Combined straight and automatic air-brakes are provided; straight air for use when car is operated alone, and automatic air for use when hauling trailer furnished with standard automatic brake equipment. The compressed air is supplied by the 4x4-inch single-cylinder, single-acting pump, direct driven from main crankshaft of gasoline engine; air is stored in three main reservoirs, each 18 inches in diameter by 57½ inches long; also furnished an auxiliary reservoir 12 inches in diameter by 33 inches long; brake cylinder is 10 inches in diameter. An engineer's brake valve is furnished for each airbrake system, and a conductor's valve is provided in passenger compartment; airbrake equipment includes all necessary valves, gauges, fittings, hose, etc.; auxiliary ratchet hand brake is provided in engine compartment.

of cast iron; this reduces materially weight of mixer without weakening it, as it is not subjected to heavy strain that large plant is, which turns out from 10 to 60 cubic yards per hour. An accompanying illustration gives a good idea of the plant. It will be noticed that on this machine the belt conveyor has a much sharper incline than on the standard plant, and therefore the manufacturer has attached buckets to the belt to carry the materials. All the important features of the Nims principles are retained in this plant, and the concrete mixed is turned out as perfectly as can be done by the larger mixers. The concrete is all mixed 40 times before it can get through the drums, and this requires just two and one-half revolutions. The capacity of the plant is regulated by the measuring machine, and this can be adjusted by a simple interchange of gears.

For further details apply to the New York office of the Nims Concrete Machinery Co., 127 Franklin street, New York.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECT

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

BRIDGES, CULVERTS, VIADUCTS

Cameron, Texas.—Commissioners' Court awarded contract at \$5980 to C. Q. Horton, Austin, for erection of steel bridge across Little River.

Durant, Okla.—Bryan county opened bids June 24 for furnishing and erecting superstructure of 100-foot steel-span bridge on Blue River at Armstrong; J. M. Abbott, chairman of board.

Durant, Okla.—City will vote June 29 on issuance of \$10,000 bonds for bridge construction. Address The Mayor.

Franklin, N. C.—Bids will be received by J. H. Cook, Franklin, or T. H. Crudup of Kittrell, N. C., for erection of bridge over Tar River. (See "Machinery Wanted.")

Gadsden, Ala.—City contemplates erection of concrete bridge across Town Creek. Address The Mayor.

Grenada, Miss.—Board of Supervisors, Jno. S. King, clerk, will receive bids until July 5 for construction of reinforced concrete bridge across Spring Lake and wooden bridge across Cane Creek. (See "Machinery Wanted.")

Houston, Texas.—Houston Belt & Terminal Co., F. G. Pettibone, Galveston, Texas, president, reported considering construction of bridge across ship channel, connecting Second and Fifth wards.

Leesburg, Va.—Loudoun county will construct iron or concrete bridge across Tuscarora Creek, about one mile east of Leesburg, and iron bridge across creek on road from Ashburn to Arcola, about seven miles from Ashburn; bids to be opened July 10; T. E. Little and others are County Commissioners. (See "Machinery Wanted.")

Petersburg, Va.—City granted franchise to W. G. Davis, Norfolk, Va., for construction of \$40,000 viaduct.

Poteau, Okla.—Le Flore county contemplates bond issue of \$155,000 for construction of 26 steel bridges, costing from \$2400 to \$13,000; S. J. Folsom, County Clerk.

Vicksburg, Miss.—Alabama & Vicksburg Railway (Queen & Crescent Route), A. A. Woods, resident engineer, Vicksburg, city and street railway are considering construction of bridge over Cherry street railway crossing; proposed structure to be 107 feet long and cost \$40,000 to \$50,000.

Vinita, Okla.—Craig county will vote August 16 on bond issue of \$70,000 for construction of 34 steel bridges, costing from \$1200 to \$4500; George Ashby, Vinita, County Engineer; J. W. Harris, George Costley and A. A. Barker, County Commissioners. (Recently noted to consider \$35,000 bond issue.)

Yorkville, S. C.—Board of York County Commissioners, Clem F. Gordon, Supervisor, will receive bids until July 6 for construction of bridge across Bullock's Creek at Barret's Mill. (See "Machinery Wanted.")

CANNING AND PACKING PLANTS

Center, Texas.—Shelby County Canning Co. incorporated with \$5000 capital stock by J. O. Cooper, G. F. Oliver and L. W. Palmer.

Ellington, Mo.—Ellington Canning Co. incorporated with \$6100 capital stock by S. A. Neeley, T. W. Chilton, J. W. Slade and others.

Fort Valley, Ga.—Elberta Canning Co. incorporated by W. H. Hasket, Dayton, Ohio, and others to establish cannery.

Hallettsville, Texas.—Lacey & Morris will establish cannery.

Shreveport, La.—J. C. Mahlin Packery, J. C. Mahlen, proprietor, will establish plant; will erect concrete and wood building to cost \$12,000; will install 5 to 10-ton refrigerating plant; daily capacity 30 hogs and 15 cattle.

Warren, Ark.—Warren Canning & Cold Storage Co. incorporated with \$25,000 capital stock; J. W. Richardson, president; W. S. Hubbs, vice-president; H. G. Martin, secretary-treasurer.

CLAYWORKING PLANTS

Dupont, Fla.—Irrigation Tile.—U. J. White, recently noted to establish plant to manufacture irrigation tile, will erect buildings of ordinary construction; cost \$2000; will open proposals latter part of August for machinery costing about \$1000. (See "Machinery Wanted.")

Georgetown, S. C.—Brick.—Georgetown Brick Co. incorporated with \$10,000 capital stock; George B. Sanders, president; J. B. Steele, vice-president; L. Gluck, treasurer; all of Georgetown, and A. M. Faison, secretary and general manager, Burgaw, N. C.

Greenville, Miss.—Tile.—Reynolds Tile & Drainage Co. incorporated with \$50,000 capital stock by T. P. Reynolds, W. A. Everman and others.

Nashville, Tenn.—Bricks.—W. G. Bush Brick Manufacturing Co. will rebuild pressed-brick plant reported burned; loss \$15,000.

St. Louis, Mo.—Bricks.—Fee Fee Brick Co. incorporated with \$100,000 capital stock by William L. Rodgers, William C. Burke, H. F. Rodgers and others.

Wilmington, N. C.—Bricks.—Roger Moore's Sons & Co., recently noted to rebuild burned brick plant, will erect structure with metal roofing and sides; daily capacity of plant, 50,000. (See "Machinery Wanted.")

Womble, Ark.—Bricks.—Womble Brick & Tile Co. (C. M. Howells and Milton Robbins) will establish brick plant recently mentioned; will erect \$5000 building of ordinary construction; machinery order decided.

COAL MINES AND COKE OVENS

Barrackville, W. Va.—Jamison Coal & Coke Co., 1263 Frick Bldg. Annex, Pittsburgh, Pa., purchased 6900 acres of coal land from Barrackville Coal & Coke Co. and Philadelphia & Reading Coal & Iron Co.; will sink two shafts and equip for large output; has acquired surface lands for four or five plants; engineers now preparing plans.

Covington, Ky.—Hignite Coal Mining Co. increased capital stock from \$100,000 to \$130,000.

Hartranft, Tenn.—Reliance Coal & Coke Co., Daniel Cooper Swab, general manager, awarded contract (recently noted) to Wm. J. Oliver Manufacturing Co., Knoxville, Tenn., for installation of steel tippie at coal mines near Hartranft; concrete foundations completed.

Huntington, W. Va.—Alma Coal Co. incorporated with \$100,000 capital stock by Donald Clark, T. J. Bryan, E. M. Watts and others.

Marion County, Tenn.—Tennessee River Coal Co. incorporated with \$800,000 capital

stock by Lewis Earle, Friend Hoar and Howard W. Richardson, all of New York; owns 5000 acres and has begun development; will mine 2000 tons coal daily; engineer in charge, Crozier F. Kilpatrick, 35 Wall St., New York.

Marshall County, W. Va.—J. E. Hatfield, R. I. Crisman, E. M. Everly, F. E. Baker, all of Morgantown, W. Va., and others, will incorporate company for development of \$37,500 tract of coal land in Marshall county.

McWhorter, W. Va.—Clarksburg Gas Coal Co. incorporated with \$50,000 capital stock by E. B. Templeman, Osman E. Swartz, A. Hugill and others, all of Clarksburg, W. Va.

Thacker Mines, W. Va.—Thacker Coal & Coke Co. will install electric plant for mining.

CONCRETE AND CEMENT PLANTS

Forkland, Ala.—Panama Portland Cement & Development Co., previously reported, is capitalized at \$2,000,000 and is planning to construct proposed plant; will erect buildings of reinforced concrete and steel at cost of \$136,300 and install cement machinery costing \$117,200, power equipment costing \$46,200, and electric equipment costing \$37,400; daily output, 1000 barrels Portland cement; W. B. Ruggles, 50 Church St., New York, engineer in charge. Company's officers are: President, Charles R. De Money, 232 West Ferry St., Buffalo, N. Y.; vice-president, James G. R. Cole, 299 Whitney Pl., also Buffalo; secretary, C. C. Godfrey, 81 Main St., Batavia, N. Y. Address engineer or secretary. Company's stock is being guaranteed and handled by Samuel Graham & Co. of Montreal, Canada.

Martinsburg, W. Va.—John J. Hetzel will soon be prepared to announce plans for his proposed cement plant.

Union Bridge, Md.—Tidewater Portland Cement Co. incorporated with capital stock of \$4,000,000 and bond issue of \$1,750,000; has purchased limestone, shale, etc., lands near Union Bridge and will build plant for annual output of 1,000,000 barrels Portland cement, with provision for increase to 2,000,000 barrels; will also erect kilns for burning builders white lime and plant for annual output of 25,000 tons (or 200,000 barrels) of hydrated lime; Portland cement product will be both ordinary and snow-white colors; designing and constructing engineers not engaged, but company is negotiating with well-known firm; company's officers are: President, John K. Tener, Charleroi, Pa.; vice-president, Jos. T. Fanning, 115 Broadway, New York; consulting engineer, Richard K. Meade, Nazareth, Pa.; consulting geologist, Wm. Bullock Clark, Baltimore, Md.; general offices of company at 115 Broadway, New York, with Republic Finance Co., which is financing it; branch office at 807 Keyser Bldg., Baltimore, Md.

COTTON COMPRESSES AND GINS

Bartlett, Texas.—W. H. Wiggins, Waco, Texas, is interested in establishment of cotton compress; old McFadden plant, Temple, Texas, has been purchased and will be removed to Bartlett.

Brenham, Texas.—Brenham Compress, Oil & Manufacturing Co., Wm. Perry, manager, recently noted to make improvements, contemplates installing gas producer and electrical machinery. (See "Machinery Wanted.")

Celeste, Texas.—Celeste Union Gin Co. incorporated with \$2000 capital stock by P. W. Smalley, S. I. Thompson and J. J. Thompson.

Eagle Pass, Texas.—J. W. Towell, Columbus, Texas, will establish cotton gin.

East Bernard, Texas.—J. G. Leveridge and Ben Kubena will establish cotton gin; purchased \$7000 plant.

Gillett, Ark.—S. T. Mattmiller will establish cotton gin. (See "Lumber-manufacturing Plants.")

Hye, Texas.—Sickle & Co. will establish cotton gin; has ordered machinery and contracted for well.

Jennings, Fla.—B. F. McCall has purchased machinery for cotton compress and gin recently mentioned; will erect buildings; daily capacity, 40 bales. (See "Cottonseed-oil Mills.")

Prairie Hill, Texas.—Prairie Hill Farmers' Gin Co. incorporated with \$7000 capital stock by W. P. Alexander, R. F. Alexander, W. B. Springfield and others.

Ripley, Tenn.—Durbanville Mill & Gin Co. incorporated with \$3000 capital stock by A. M. Durban, C. C. Drumwright, C. B. Walker and others.

Selma, Ala.—Gulf Compress Co. awarded contract to Thomas E. Purvis, Selma, to erect compress and warehouse buildings recently mentioned.

Waxahatchie, Texas.—Farmers' Gin Co. incorporated with \$20,000 capital stock by L. Nelson and others.

COTTONSEED-OIL MILLS

Atmore, Ala.—Peavy Mill & Gin Co., recently noted to establish cottonseed-oil mill, will operate cold process mill; cost \$9000; will probably incorporate later; contracts for machinery and construction awarded.

Jennings, Fla.—B. F. McCall, recently noted to establish cotton compress, gin and cottonseed-oil mill, will erect two 20x80-foot buildings; fireproof; cost \$6000; machinery purchased; daily capacity, 10 tons seed.

St. George, S. C.—St. George Cottonseed Oil Co. awarded contract to Mr. Blackman, Orangeburg, S. C., for erection of cottonseed-oil mill to replace plant previously noted burned.

Whitaker, N. C.—Company will be organized by Archibald Meldrum, Zebulon, N. C., to establish 20-ton oil mill.

ELECTRIC-LIGHT AND POWER PLANTS

Bartlesville, Okla.—Bartlesville Light & Water Co., recently reported incorporated with \$300,000 capital stock, will operate 1700-horse-power electric plant; S. J. Smallwood, president; L. W. Rowland, vice-president; R. L. Beattie, treasurer; V. McFadden, secretary.

Brandon, Miss.—W. F. Owen is interested in contemplated establishment of electric-light plant; 300 lights. (See "Machinery Wanted.")

Brookneal, Va.—Staunton River Power Co. (E. R. Monroe and associates) is reported as having arranged with New York capitalists for proposed water-power-electrical plant heretofore mentioned; owns land and water rights at Brookneal and McIvor's Falls on Staunton River; estimated from 8000 to 10,000 horse-power can be developed for transmission by electricity.

Camp Hill, Ala.—City has engaged Edgar B. Kay, University of Alabama, engineering department, University, Ala., to prepare plans for electric-light plant; power will be derived from independent hydro-electric station on Sandy Creek or from Dadeville, Ala., plant on same stream, by enlarging existing plant. (Bond issue of \$10,000 recently reported voted.)

Chattanooga, Tenn.—Chattanooga Railways Co. and Chattanooga Electric Co. (lately consolidated) will make improvements to street railway and electric system, including installation of 2500-horse-power engine and generator in main plant of electric company, 1000-horse-power rotary in substation at Ridgedale, additional cranes in car shops, etc. M. S. Hopkins, vice-president, will be in charge.

Crosbyton, Texas.—Chicago capitalists are planning construction of water-power-electric plant at Silver Falls, on White River, four miles from Crosbyton; contemplates transmitting electricity for light and manufacturing. F. E. White, secretary Crosbyton Commercial Club, can probably give information.

Cynthiana, Ky.—City will receive bids until August 2 for lighting streets, etc., for 6 or 10 years, beginning April 1, 1910; W. M. Moore, chairman Finance Committee. (See "Machinery Wanted.")

Durant, Okla.—City will vote June 29 on issuance of \$20,000 bonds for installing electric-light plant. Address The Mayor.

Halls, Tenn.—Halls Light, Water & Ice Co. incorporated with \$25,000 capital stock by R. A. Greer, L. S. Prescott, E. R. Parham, T. B. Caldwell and C. D. M. Greer.

Hawkinsville, Ga.—City has awarded contract to M. C. McCreary & Co., Atlanta, Ga., for preparing plans, etc., for electric-light plant; contract for construction to be awarded soon.

Lone Wolf, Okla.—City awarded contract at \$42,000 for electric-light plant and waterworks system. Address The Mayor.

Memphis, Tenn.—Memphis Street Railway Co., T. H. Tutwiler, contemplates erection of addition to power-house and installation of engine, generator, etc.

Ryan, Texas.—City has voted issuance of

\$6000 bonds for electric-lights. Address The Mayor.

San Marcos, Texas.—City Council will grant additional 25-year franchise to San Marcos Electric Light Co.; provides for more extensive system of street lighting.

Sayre, Okla.—City voted \$15,000 electric-light bonds. Address The Mayor.

Sinton, Texas.—J. M. Greer, Livingston, Texas, will establish electric-light system in connection with 10-ton ice plant; organized company with \$10,000 capital stock.

Silver Creek, Miss.—City contemplates granting franchise for electric-light plant. Address The Mayor.

Union Bridge, Md.—E. A. C. Buckey will build electric plant; has begun construction.

Uniontown, Ala.—City has employed Edgar B. Kay, University of Alabama, engineering department, University, Ala., to prepare plans for remodeling light and water station. (See "Water-works.")

Valley View, Ky.—Lexington Interurban & Railways Co. expects to soon begin construction of proposed power plant at Valley View. I. L. Oppenheimer, general manager; H. R. Palmer, Norfolk, Va., and Fred Sargent, Chicago, Ill., consulting engineers of company, and William Gilbert, in charge of turbine department of General Electric Co., Schenectady, N. Y., representative of J. G. White & Co., engineers-contractors, 41-43 Wall St., New York, will visit site and make final plans; electric energy of 33,000 volts alternating, which will be generated and transmitted to Lexington at that voltage, where it will be stepped down for use of interurban lines and commercial lighting; estimated cost of plant, \$250,000; plans for building and equipment have been in course of preparation for several months.

FLOUR, FEED AND MEAL MILLS

Culverton, Ga.—Hancock Wagon Co. contemplates establishment of small wheat roller mill.

Eunice, La.—Eunice Cottonseed Oil Mill Co., Gus Fussler, president, will establish corn and mixed-feed mill.

Frederick, Okla.—A. P. Hughes, Plano, Texas, contemplates establishment of alfalfa mill.

Gillett, Ark.—S. T. Mattmiller will establish grist mill. (See "Lumber-manufacturing Plants.")

Monroe, La.—John P. Parker will organize company to establish plant for manufacturing mixed feed; will install grinding, crushing and mixing machinery.

Washington, N. C.—Jonathan Havens, recently noted to rebuild burned plant at cost of \$40,000, will install machinery for corn mill and 50-barrel flour mill. (See "Machinery Wanted.")

FOUNDRY AND MACHINE PLANTS

Ada, Okla.—Machines.—Eisner Machine & Manufacturing Co., St. Louis, Mo., J. Eisner, president, contemplates establishment of machine shop; also understood to be considering establishment of bag factory.

Beaumont, Texas.—Engines.—Beaumont Hydraulic Engine Co. incorporated with \$285 capital stock by R. Houk, J. D. Ryna and W. L. Walsh.

Brandon, Miss.—Wood and Iron Working.—Brandon Machinery & Lumber Co. incorporated with \$10,000 capital stock by W. F. Owen, Victor Martin, Forest Smith and others; will erect two-story-and-basement building, 40x64 feet; cost \$1000; will install machinery for general machine repairing and wood shop work. (See "Machinery Wanted.")

Charlotte, N. C.—Stoves.—William T. Lewis, Norfolk, Va., contemplates establishment of plant to manufacture patented steel cooking range; temporarily at Selwyn Hotel, Charlotte.

Fort Worth, Texas.—Motors.—Multi-Electric Co. organized with \$500,000 capital stock by H. E. Adams to manufacture electrical motors.

Gainesville, Texas.—Iron Foundry.—Gainesville Iron Foundry has enlarged plant and incorporated with \$80,000 capital stock by R. H. Dorsey, M. C. Clark and John M. Mauphin.

Little Rock, Ark.—Foundry.—Arkansas Foundry Co., 511 East 4th St., recently reported incorporated with \$25,000 capital stock, will erect \$1200 40x80-foot sheet-iron structure; will install cupola and supplies for general foundry; T. T. Rogers, president; Eugene Vogler, vice-president; Fred I. Brown, secretary-treasurer.

Muskogee, Okla.—Iron Works.—Muskogee Iron Works incorporated with \$50,000 capital stock by George S. Wilson, E. F. Mathey, B. V. Ruppel and others.

Oklahoma City, Okla.—Machine and Iron Works.—N. S. Sherman Machine and Iron Works will erect new foundry, machine shop, etc.; plans by J. Harry Randall Company, Campbell Bldg., Oklahoma City, Okla.; cost \$250,000. (See "Machinery Wanted.")

Oncoato, Ala.—Foundry.—Frank Martens, Bremen, Ga., will establish foundry and machine shop.

Roanoke, Va.—Cigarette Machines.—Anti-Toxic Cigarette Machine Co. incorporated with \$45,000 capital stock; C. M. Armes, president; J. C. Darst, vice-president; H. D. Guy, secretary-treasurer.

St. Louis, Mo.—Ranges.—Landay Steel Range Co. has purchased building and will expend \$25,000 for alterations; will equip for manufacturing steel ranges.

Winston-Salem, N. C.—Machine Shop.—Briggs-Shaffner Company incorporated with \$125,000 capital stock by W. C. Briggs, W. F. Shaffner, H. F. Richter and others.

GAS AND OIL DEVELOPMENTS

Ardmore, Okla.—Springer Oil & Gas Co. incorporated with \$5000 capital stock by Harold Wallace, J. Cotner, both of Ardmore, and E. F. Brown, Springer, Okla.

Beaumont, Texas.—Roebuck Oil Co. incorporated with \$10,000 capital stock by E. H. Buckner, J. B. Robinson and L. C. Wallis.

Charleston, W. Va.—Burning Mountain Oil & Gas Co. incorporated with \$100,000 capital stock by Wm. C. Norris, Marlinton, W. Va.; J. H. Dixon, Buena Vista, Va.; W. S. Olcott, Elkins, W. Va., and others.

Clarksburg, W. Va.—Clarksburg Oil & Gas Co. incorporated with \$20,000 capital stock by James H. Moore, R. A. Garrett, Clyde Reynolds and others.

El Reno, Okla.—Company organized by T. J. Rasp, J. J. O'Donnell, A. W. Masson and F. M. Gunn to bore deep well for natural gas; has franchise.

Kingston, Okla.—Kingston Oil & Gas Co. incorporated with \$35,000 capital stock; C. H. Byrd, president; E. F. Lewis, vice-president; T. Armory, secretary-treasurer.

Marietta, Okla.—Stratford Oil & Gas Co. incorporated with \$35,000 capital stock by M. G. O'Neal, R. B. Godfred, L. H. Beech and others.

Morgantown, W. Va.—Round Bottom Gas & Oil Co. incorporated with \$5000 capital stock by S. G. Yoke, S. N. Swisher, F. A. Henson and others.

Parkersburg, W. Va.—South Bend Oil & Gas Co. incorporated with \$10,000 capital stock by John W. Raybould, Loring Stagg and others.

St. Louis, Mo.—August A. Busch, Adolphus Busch, E. H. Everett and Louis E. Denny of St. Louis and A. J. Mercer of Shreveport, La., are members of the Busch-Everett syndicate, recently reported as purchasing control of Laclede Gas Light Co. for \$7,480,000; Laclede company was lately mentioned as planning to pipe natural gas from Caddo fields in Louisiana to St. Louis. It is understood company also contemplates piping gas to other cities in Mississippi Valley.

Tulsa, Okla.—Big Five Oil & Gas Co. incorporated with \$10,000 capital stock by Cyrus S. Avery, Tulsa; Morris F. Knight and John F. Thompson, Vinita, Okla.

ICE AND COLD-STORAGE PLANTS

Charleston, S. C.—Consumers' Coal Co. will erect two additional stories to present one-story warehouse building and equip for ice and cold-storage plants.

Halls, Tenn.—Halls Light, Water & Ice Co. incorporated with \$25,000 capital stock by R. A. Greer, L. S. Prescott, E. R. Parham and others.

Providence, Ky.—Providence Ice & Coal Co. incorporated with \$15,000 capital stock by W. J. Nisbett, J. E. Morgan and Charles J. Miedrich.

San Antonio, Texas.—Charles A. Zilker and associates have plans by C. V. Suetter, San Antonio, for ice plant recently noted; six stories; reinforced concrete construction; 200x100 feet; reinforced concrete smokestack 175 feet high; capacity, 300 tons of ice daily and 42,000 square feet floor space for storage.

Sinton, Texas.—J. M. Greer, Livingston, Texas, has organized company with \$10,000 capital stock to establish 10-ton ice plant; planning to drill wells for water; will also establish electric-light system.

Slater, Mo.—Slater Ice & Coal Co. incorporated with \$10,000 capital stock by Daniel J. Dickson, Arthur N. Dickson, Bettie Dickson and others.

Springfield, Mo.—Hammond Bros. Ice & Cold Storage Co., 1302 West 12th St., Kansas City, Mo., recently reported incorporated

with \$120,000 capital stock, will operate 100-ton ice plant in Springfield; machinery installed; L. L. Hammond, president; W. S. Downing, vice-president; J. J. Clark, secretary.

Staunton, Va.—Smith Fuel Co. will establish ice plant; will erect either brick or concrete building.

IRON AND STEEL PLANTS

Clarksville, Tenn.—Iron Furnace.—Red River Iron Co. has blown in Helen furnace, after general repairs.

Fort Dade, Fla.—Officers' Quarters.—Government has awarded contract at \$32,000 to Eureka Stone & Paving Co., St. Petersburg, for improvements at Fort Dade.

Kenova, W. Va.—Steel Products.—Independent Steel Co. of America incorporated with authorized capital stock of \$2,000,000 by Arthur Hirsch, House Bldg., Pittsburg, Pa.; H. T. Lovett, M. P. Wiswell, John S. Sheppard and E. E. Williams of Huntington, W. Va.; this company previously referred to as Independent Steel & Wire Co., Mr. Hirsch being mentioned as manager and planning to build (at Fairmont) blast furnace, open-hearth steel furnace, rolling mill and wire mill.

LUMBER-MANUFACTURING PLANTS

Atlanta, Ga.—Pattilo Lumber Co., incorporated with \$50,000 capital stock by S. J. Pattilo, D. E. Patterson, L. B. Sanders and John Ray Pattilo.

Birmingham, Ala.—Melrose Lumber Co. incorporated by W. L. Doan, Claude Brewer and W. D. Clowdus.

Burdette, Va.—Blackwater Veneer & Lumber Co. incorporated with \$5000 capital stock; C. T. Stephenson, president, Unity, Va.; T. E. Beale, vice-president; J. H. Persons, secretary-treasurer, both of Franklin, Va.

Clinton, Okla.—Clinton Planing Mill Co. incorporated with \$15,000 capital stock by T. S. Ballow, C. W. Davies, W. J. Fenton and others.

Crawford, W. Va.—Lewis County Timber & Realty Co., recently reported incorporated with \$5000 capital stock, will establish saw and stave mill; G. W. Blair, president; E. E. Wimer, secretary. (See "Machinery Wanted.")

Dallas, Texas.—J. R. Neece Lumber Co. has increased capital stock from \$50,000 to \$100,000.

Dermott, Ark.—Leavitt Land & Lumber Co., J. G. Mack, secretary, has placed contract for machinery for \$100,000 sawmill plant previously mentioned; daily capacity, 75,000 feet oak lumber.

Gillett, Ark.—S. T. Mattmiller will establish sawmill, cotton gin and grist mill.

Henderson Mounds, P. O. Hough, Mo.—Missouri Hardwood Manufacturing Co., E. Payson Smith, Minneapolis, Minn., president, has purchased 3000 acres of virgin timber in southeast Missouri and will establish plant at Henderson Mounds with capacity of 30,000 feet daily.

Louisville, Ky.—Southern Veneering Manufacturing Co. incorporated with \$25,000 capital stock by George F. Kretschmer, Sr., William M. Kretschmer, Jr., George F. Kretschmer and George L. Kannapell.

Marcho, Ark.—J. I. Devoe, Gillett, Ark., will establish sawmill.

Marshall, Ark.—J. W. Royce, F. S. Shaw, both of Lawrenceburg, Tenn., and others have purchased timber land near Marshall and will establish mill.

Meridian, Miss.—R. F. Darrah Lumber Co. incorporated with \$30,000 capital stock by R. F. Darrah, E. Eastland, R. E. Wilbourn, all of Meridian, and J. E. Tartt, Lauderdale, Miss.

Mingus, Texas.—Mingus Lumber Co. incorporated with \$10,000 capital stock by H. F. Scheer, R. M. Loflin and H. C. Rucker.

Norman, Okla.—Brittain Lumber Co. incorporated with \$21,000 capital stock by Alice Brittain Jackson, S. A. Brittain and James A. Conway.

Oklahoma City, Okla.—Chester-Merrill Lumber Co. incorporated with \$10,000 capital stock by W. J. Chester, A. M. Merrill, both of Oklahoma City; T. J. Miller, Haworth, Okla., and J. W. Chester, Hugo, Okla.

Onalaska, Texas.—J. M. West, Houston, Texas, and others negotiating for purchase of Onalaska sawmill owned by William Carlisle & Co.; plant consists of two mills, two bands and a gang with capacity of 175,000 feet daily, and circular mill with capacity of 50,000 feet daily, timber land estimated to contain 1,000,000,000 feet of standing timber, and logging road complete equipment.

Parsons, W. Va.—Parsons Pulp & Lumber

Co. incorporated with \$2,000,000 capital stock by S. B. Dill, A. J. Armstrong, Charles S. Callender, all of Philadelphia, Pa.; Matthew Randall and Frank J. Bradley, both of Norristown, Pa.; will develop 60,000 acres of timber land in Tucker county, West Virginia.

Shreveport, La.—C. W. Hardy Lumber Co. incorporated with \$10,000 capital stock; C. W. Hardy, president; F. D. Hutchens, vice-president; G. A. Morse, secretary-treasurer.

Stillwater, Ky.—C. H. Loveland, Winchester, Ky., has purchased timber forest estimated to cut 4,000,000 to 5,000,000 feet.

St. Louis, Mo.—Guld-Knebel Lumber Co. incorporated with \$20,000 capital stock by W. E. Guld, J. G. Knebel and J. S. Knebel.

MINING

Bartow, Fla.—Phosphate.—U. A. Lightsey, F. R. McConnell, A. J. Lewis and John D. Clark will develop 80 acres of pebble phosphate land.

Carlisle, Ky.—Lead and Zinc.—Goconda Lead & Zinc Co. incorporated with \$30,000 capital stock by F. A. McClelland, W. S. Dudley, Jr., W. J. Bramblett and others.

Carthage, Mo.—Gravity Mining & Milling Co. incorporated with \$30,000 capital stock by A. D. Caulkins, S. K. Ort, R. C. Peper and others.

Gold Ridge (not a postoffice), Ala.—Gold.—Gold Ridge Mining Co., W. K. Harr, president, Philadelphia, Pa., will install \$100,000 mining plant at Gold Ridge.

Lawton, Okla.—Raleigh Mining & Investment Co. incorporated with \$100,000 capital stock by Dwight D. Currie, William E. Connett, both of St. Louis, Mo.; C. M. Meyers, Lawton, and others.

Miami, Okla.—Lead and Zinc.—Oklahoma Lead & Zinc Mining & Milling Co. incorporated with \$100,000 capital stock by James S. Mahon, L. C. Church, C. L. Blincoe and others.

Mulberry, Fla.—Phosphate.—Holmboe Company, Lincoln Savings Bank Bldg., Louisville, Ky., has plans and specifications ready for fireproofing of engine-room and boiler-house for Prairie Pebble Phosphate Co.; buildings to consist of steel roof trusses, with steel channels, and expanded metal lath and plaster for walls; plans and specifications obtainable from architects, care of Prairie Pebble Phosphate Co., Mulberry. (Previously detailed.)

Owensboro, Ky.—Asphaltic Mastic.—J. Stanton Cottrell contemplates development of asphaltic mastic deposit on 500 acres. (See "Machinery Wanted.")

Pineah Forest, N. C.—Limestone.—T. J., R. P. and J. A. Cureton and E. D. Mason reported to develop limestone quarries on 75-acre tract; to erect kilns and manufacture lime.

Verdriessville, Va.—Soapstone.—Marlico Soapstone Co. organized with A. S. Novin, New York, president; Charles H. Hurkapf, Fredericksburg, Southern representative, to develop soapstone deposits near Verdriessville, Va.

MISCELLANEOUS CONSTRUCTION WORK

Charlotte, N. C.—Charlotte Consolidated Construction Co. awarded contract to Porter, Poe & Boyd, Charlotte, for construction of two subways on West 1st street; cost \$20,000.

Chickasha, Okla.—Drainage.—Bids will be opened June 21 for construction of High Nine Drainage Ditch No. 1, requiring 130,000 cubic yards of earth; E. E. Colby, engineer; J. D. Lindsay, clerk Board County Commissioners. (See "Machinery Wanted.")

Dardanelle, Ark.—Levee.—Cardens Bottom Levee District No. 2 will receive bids until July 20 for construction of 100,000 cubic yards of levee embankment and 600 linear feet of reinforced culvert work. (See "Machinery Wanted.")

Grenada, Miss.—Levee.—Bids will be received by Board of Supervisors, John S. King, clerk, until July 4 for fill on highway across Spring Lake Slough. (See "Machinery Wanted.")

Jacksonville, Fla.—Irrigating Plant.—M. E. Gillette of Tampa has closed contract with J. P. Campbell, Jacksonville, for installation of 40-acre irrigating plant at Winter Haven; will install 50-horse-power double-cylinder gasoline engine, multiple-stage centrifugal pump with capacity of 35,000 gallons per hour against pressure of 75 pounds to square inch; piping system will consist of mains with lateral pipes extending from main, and from laterals on each side will run sublaterals to eight-foot standpipes 24 feet apart.

Louisa, Ky.—Dam.—J. C. Thomas of Louisa

and Samuel May, Evansville, Ind., have contract at \$228,000 to construct Government dam on Ohio River between East Liverpool, Ohio, and Wellsburg, W. Va.

Mobile, Ala.—Slip.—Hieronymus Bros. will enlarge present slip 250x200 feet, making it 750 feet long and 150 feet wide.

New Smyrna, Fla.—Drainage.—R. F. Hooper is chairman of organization formed to promote establishment of drainage district; committee (C. R. Dilzer and others) also appointed to employ engineer to estimate cost of cutting 50-foot canal from head of Indian River to Turnbull Bay, near New Smyrna, which would drain 60,000 acres.

Norfolk, Va.—Seawall.—City contemplates extending seawall along Mowbray Arch and The Hague, distance of 3000 feet; estimated cost \$36,000; public improvement and finance committee recommended purchase of 3000 cubic yards of stone from Miller & Miller, contractors removing old seawall at navy yard.

Orange, Texas.—Canal.—Orange county will vote July 27 on issuance of \$100,000 of bonds to aid in deepening Sabine-Neches canal to depth of 25 feet. Address County Commissioners.

Pittsburg, Texas.—J. F. Reynolds, president Ferndale Club Lake, will receive bids until July 1 for construction of dam and wasteway of Ferndale Lake. (See "Machinery Wanted.")

Plaquemine Parish, La.—Drainage.—Aux Chenes Land Co., mentioned last week, has purchased and will drain 14,000 acres of land on east side of Mississippi River, 30 miles below New Orleans; has launched hull for dredgeboat and secured other equipment with intention of beginning drainage system construction about July 1; will colonize land with people from Ohio; property is in orange and trucking belt; company's secretary and manager at New Orleans, La., is J. W. Fairbanks; J. G. Fairbanks of Fairbanks Steam Shovel Co., Marion, Ohio, is principal in Aux Chenes Company.

Plaquemine, La.—Drainage.—Bayou Bourdeaux Drainage District awarded contract for completion of drainage of Bayou Bourdeaux; cost \$12,000; R. C. Comeaux, secretary. (Recently mentioned.)

St. Bernard, La.—Drainage.—Terre-aux-Boeufs drainage district voted issuance of \$100,000 of bonds for construction of drainage and irrigation canal in interior of St. Bernard parish. Address Secretary of Police Jury.

Victoria, Texas.—Irrigation, etc.—Riverside Plantation, recently reported incorporated (under "Miscellaneous Enterprises") with \$25,000 capital stock, acquired 355 acres of land on Guadalupe River, near Victoria; will cultivate sugar-cane; will install irrigating plant; Chas. G. Levi, president; J. K. Hexter, secretary-treasurer; Geo. P. Wildin, general manager. (See "Machinery Wanted.")

MISCELLANEOUS ENTERPRISES

Ashboro, N. C.—Land Improvement.—Ashboro Land & Trust Co. incorporated with \$25,000 capital stock by O. R. Cox, A. Ross, John M. Hammer and others.

Atlanta, Ga.—Crematories.—Martin F. Amorous, chairman of finance committee, will offer resolution to General Council for purchase of two crematories with capacity of 100,000 pounds each.

Birmingham, Ala.—Land Improvement.—Henderson-Barnett Land Co. incorporated with \$10,000 capital stock by Samuel T. Bennett, Robert M. Henderson, Thomas R. McCarthy and Frank W. Barnett.

Birmingham, Ala.—Asphalt.—Alabama Asphalt Co. incorporated by H. C. Hopkins and others.

Brookneal, Va.—Hardware.—Webb-Adams Hardware Co. incorporated with \$25,000 capital stock; R. S. Barbour, president, South Boston, Va.; J. E. Webb, secretary-treasurer; R. E. Adams, vice-president, both of Brookneal.

Center, Texas.—Printing.—Champion Printing Co. incorporated with \$4000 capital stock by O. M. Gills, L. G. Price, E. H. Carter and others.

Charleston, W. Va.—Printing.—Goodrich-Snyder Company incorporated with \$10,000 capital stock by Louis P. Goodrich, Frank W. Snyder, K. E. Snyder and others.

Charleston, W. Va.—Land Improvement.—Parkland Development Co. incorporated with \$25,000 capital stock by Angus McDonald, William Jones, Moses G. Barrar and others; will develop land near Spring Hill.

Christoval, Texas.—Mineral Wells.—Morgan's Mineral Wells Co. incorporated with \$10,000 capital stock by T. L. Morgan, B. T. Welch and J. S. Lane.

Clinton, Okla.—Cemetery.—Clinton Ceme-

tery Co. incorporated with \$10,000 capital stock by C. E. Gannaway, F. T. Gannaway and E. A. Humphrey.

Coleman, Texas.—Land Development.—Coleman Development Co. incorporated with \$60,000 capital stock by J. W. Wells, A. L. Dickinson, M. H. Crockett and J. B. Dibrell, Jr.

Cypress, Texas.—Townsite.—N. R. Marker, Tipton, Ind., has purchased 10,000 acres of land in Harris county between Cypress and Hockley and will establish town; will divide into residence sites and truck farms of 10 to 40 acres; is negotiating for cotton gin, blacksmith shop, etc. It is understood Houston & Texas Central Railroad, I. A. Cottingham, engineer of structures, Houston, Texas, will erect depot.

Dallas, Texas.—Publishing.—Practical Drawing Publishing Co. incorporated with \$60,000 capital stock by G. W. Ware, R. N. Beevers and C. P. Boek.

Eunice, La.—Nurseries.—Southeast Texas Nursery Co., E. McMicken, proprietor, Bennett, Texas, contemplates establishment of nursery.

Fayetteville, Ark.—Land Improvement.—Security Land Co. incorporated with \$75,000 capital stock by A. F. Wolf, J. T. Hight and U. D. Harris.

Fort Smith, Ark.—Building.—Burke-Cowdin Company incorporated with \$25,000 capital stock.

Fort Worth, Texas.—Grain Elevator.—Fort Worth Elevators Co.'s plants, recently noted, will have capacity of 350,000 bushels; fireproof structure; mill construction; cost \$70,000; plans by Dan J. Carrico, Fort Worth; McCune Iron Co., Birmingham, Ala., in charge of steel construction; will install machinery to handle corn, oats, wheat, etc.; Jule G. Smith, president; B. K. Smith, vice-president; J. A. Simons, secretary. (See "Machinery Wanted.")

Houston, Texas.—Express.—Great Southwest Express Co. organized with \$300,000 capital stock by J. A. Russ, Houston; H. R. Waring, Dallas, Texas; Joseph Devine, New York, and others; will operate upon principal railroads of Texas.

Frederick, Md.—Automobile Lines.—Auto Car Co. incorporated by James K. Waters, Isaac S. Annan, Charles C. Waters and others.

Galveston, Texas.—Land Improvement.—Texas City Realty Co. incorporated with \$30,000 capital stock by L. T. Erickson, E. N. Sancturay and J. M. Head.

Greenwood, Miss.—Hardware.—Wade-Hobbs Hardware Co. incorporated with \$60,000 capital stock by G. A. Wade, B. M. Hobbs and others.

Houston, Texas.—Townsite.—Magnolia Park Land Co., 916 Texas Ave., is planning to develop townsite known as Magnolia Park; will divide land into building lots, construct roads and pavements, secure installation of sewer system, electric-lighting facilities, water supply, etc.; land is located largely on Houston ship channel and harbor.

Jacksonville, Fla.—Land Development.—Florida Farmers' Land Co. incorporated at Wilmington, Del., with \$200,000 capital stock by W. P. Smith, Jacksonville; H. Greeley, Eastburn, Del., and M. E. Doto, Wilmington, Del.

Jonesboro, Tenn.—Staples & Dyer incorporated with \$50,000 capital stock by R. C. Staples, M. P. Dyer, J. R. Davis and others.

Kansas City, Mo.—Pumps, etc.—McMillan Pump, Power & Manufacturing Co. incorporated with \$25,000 capital stock by Milton McMillan, Daniel E. Bird, Benjamin F. Rounds and others.

Kansas City, Mo.—Land Improvement.—Sulphur Springs Park Co. incorporated with \$50,000 capital stock by Wm. A. Rule, Omar Robinson and Walter Avery.

Kenova, W. Va.—Industrial City.—Kenova-Huntington Land Co., recently reported incorporated with capital stock of \$400,000, has organized; purchased Kenova townsite, including 3000 town lots, 500 acres of hill land, 87 houses and hotel; will develop as industrial city, and has already contracted for several plants, including that of Independent Steel Co. of America, referred to under "Iron and Steel Plants." Officers of Kenova-Huntington Land Co. are: President, B. W. Foster; vice-president, C. L. Ritter; treasurer, M. B. Hagen; secretary, John S. Sheppard; all of Huntington, W. Va.; general sales agent is Blair P. Wilson Company, Huntington, W. Va.

Knoxville, Tenn.—Publishing.—Appalachian Publishing Co. incorporated with \$3000 capital stock by W. D. Roberts, Arthur Groves, J. D. Raht and others.

Kosmosdale, Ky.—Packet.—Kentucky & Indiana Packet Co. incorporated with \$10,000

capital stock by C. M. Dugan, Jr., Stephen Green and H. C. Tiedman.

Memphis, Tenn.—Land Improvement.—Inferurban Real Estate, Brokerage & Investment Co. incorporated with \$25,000 capital stock by H. E. Craft, B. F. Wheeler, J. C. Pritchett and others.

Memphis, Tenn.—Stock Farm.—Acklina Land Co. incorporated with \$150,000 capital stock by Walter Goodwin, W. A. Percy, Corine A. Richardson and others.

Middletown, Ky.—Contracting.—Henry Frank Company incorporated with \$5000 capital stock by Henry Frank, L. G. Frank and E. K. Pennybaker.

Muskogee, Okla.—Furniture and Carpets.—Smith & Bass Furniture & Carpet Co. incorporated with \$50,000 capital stock by Joe Honeycutt, P. O. Bass, Thomas P. Smith and others.

Muskogee, Okla.—Printing.—Hoffman-Speede Printing Co. incorporated with \$5000 capital stock by Edward C. Hoffman, Richard F. Speede and David L. Hoffman, Jr.

Natchez, Miss.—Publishing.—Natchez News Publishing Co., recently reported incorporated, has not yet elected officers; will install machinery to cost about \$10,000; newspaper and job printing; Julius Lemkowicz to be business manager. (See "Machinery Wanted.")

New Orleans, La.—Dredging and Wrecking.—Southwest Dredging & Wrecking Co. incorporated with \$10,000 capital stock; Charles W. Wood, president and general manager; Elmer E. Wood, secretary-treasurer; Jesse Lowe, vice-president.

Norfolk, Va.—Laundry.—S. P. C. C. awarded contract to Myers-Turpin Construction Co., Norfolk, to erect laundry building.

Norfolk, Va.—Land Improvement.—Roanoke Cottage Corporation incorporated with \$10,000 capital stock; M. Tarral, president; L. Waring, vice-president; S. G. Williams, secretary.

Oklahoma City, Okla.—Scrap Iron and Metal.—Oklahoma Scrap Iron & Metal Co. incorporated with \$8000 capital stock by Lee Burnstein, C. B. Franks and A. Goldberg.

Palacios, Texas.—Publishing.—Co-operative Publishing Syndicate will be incorporated to publish weekly farm journal and monthly periodical; will erect two-story brick building. (See "Machinery Wanted.")

Penn City, P. O. Houston, Texas.—Industrial City.—Home Securities Co., recently reported incorporated with \$2,000,000 capital stock, will soon begin construction of proposed industrial suburb to be called Penn City; purchased 10,000 acres of land at intersection of Greens Bayou and Houston-Galveston ship channel, fronting nine miles on tidewater; will reserve water-front for wharves, slips, warehouses, railway tracks and other terminal facilities; has arranged for one warehouse to handle 1,000,000 bales of cotton annually; has contracted for construction of 500 houses, 85 miles of shell streets and 150 miles of sidewalks and concrete curbing; will provide for water-works, electric-light and gas supply, sewerage, terminal railway and street-car connections with Houston, 10 miles distant; offices in Scanlon Bldg., Houston; company's officials include John G. Todd, general counsel; J. G. Dougherty, land commissioner; Clarence C. Waller, manager of industrial developments, all of Houston; consulting engineer, C. A. Chapman, Marquette Bldg., Chicago, Ill.

Pensacola, Fla.—Garage.—Company will be incorporated by Whiting Hyer, William Bloomfield, Henry Hyer and others to establish garage; will erect three-story structure; concrete; 60x190 feet; will equip for repair and manufacture of automobiles and for vulcanizing or re-covering tires.

Roanoke, Va.—Garage.—J. H. Marsteller awarded contract to E. H. Herrington, Roanoke, to erect garage; reinforced concrete; cost \$17,000.

Roanoke, Va.—Garage.—J. H. Marsteller awarded contract to H. H. Huggins, Roanoke, for erection of garage; 50x100 feet; three stories; steam heat; fireproof construction; electric lights and elevators; cost \$20,000; plans by E. M. Herrington, Roanoke. (Noted in May.)

Savannah, Ga.—Gas.—People's Gas & Illuminating Co., recently noted to be organized with \$1,000,000 capital stock by Mills B. Lane, R. M. Garbutt, John H. Strous and others, contemplates establishment of plant with capacity of 18,000,000 to 25,000,000 cubic feet per month.

South Boston, Va.—Implements and Hardware.—Virginia Implement & Hardware Co. incorporated with \$10,000 capital stock; W. D. Blair, president; R. S. Noblin, secretary-treasurer.

St. Louis, Mo.—Hardware.—R. H. Myers

Hardware Co. incorporated with \$10,000 capital stock by Rudolph H. Myers, Wilhemina Myers and Oscar E. Wells.

St. Louis, Mo.—Railroad Supplies.—Handlan-Buck Manufacturing Co. will erect factory and warehouse; 426x210 feet; eight stories; brick; cost \$300,000.

St. Louis, Mo.—Chemicals.—Leader Chemical & Manufacturing Co. incorporated with \$10,000 capital stock by Jonathan W. George, Annie P. George, James E. Dame and others.

St. Louis, Mo.—Steamboat Line.—St. Louis Northern Steamboat Co. incorporated with \$10,000 capital stock by John W. Clannahan, M. J. Mooney and Jos. J. Goldsmith.

Sterling, Okla.—Publishing.—Sterling Publishing Co. incorporated by M. P. Hartman, O. E. Winn, J. P. Ratcliff and others.

St. Louis, Mo.—Junk.—Republic Metal & Rubber Co. incorporated with \$5000 capital stock by Adele W. Mayer, Morris S. Frederick and Henry Mayer.

Temple, Texas.—Grain Elevator.—A. R. Crouch Grain Co. will establish grain elevator and several grain storage warehouses.

Tillar, Ark.—Mercantile.—Tillar Mercantile Co. incorporated with \$60,000 capital stock by A. C. Stanley, president; T. F. Tillar and R. H. Wolfe. (Recently incorrectly noted as "Tillar, Texas.")

Valdosta, Ga.—Publishing.—Valdosta Times Publishing Co. reincorporated with \$10,000 capital stock by A. S. Pendleton, D. C. Ashley, W. H. Griffin and others.

Wapanucka, Okla.—Grain Elevator.—Wapanucka Produce Co. will establish grain elevator; steam power corn sheller.

Webb City, Mo.—Carriages and Machinery.—Hare Carriage & Machinery Co. incorporated with \$5000 capital stock by L. D. Hare, E. M. Pierson and L. D. Templeton.

MISCELLANEOUS MANUFACTURING PLANTS

Ablene, Texas.—Draft Equalizer.—Company organized with A. H. Kirby president, Morgan Weaver vice-president, T. J. Dudley superintendent, W. McCullough treasurer, W. J. Young secretary; will establish plant for manufacturing Dudley draft equalizers.

Ada, Okla.—Bags.—Eisner Machine & Manufacturing Co., St. Louis, Mo., is considering establishment of bag factory and machine shop. (See "Foundry and Machine Plants.")

Athens, Ga.—Acid Phosphate.—Southern Refining Co., A. M. Dobbs, president, recently noted to rebuild cotton-oil refinery, will erect 400x100-foot main building; will also install fertilizer machinery and electric motors; will manufacture acid phosphate; daily capacity, 300 tons.

Atlanta, Ga.—Fertilizers.—Morris Fertilizer Co., 718 Empire Bldg., awarded contract to D. J. Rose & Co., Rocky Mount, N. C., for erection of fertilizer factory buildings mentioned in May; Peter S. Gliechrist, Charlotte, N. C., constructing engineer; machinery to be purchased and installed; plant to be in operation about October 1; J. W. Robinson, manager.

Atlanta, Ga.—Mattresses and Spring Beds.—United States Bedding Co. incorporated with \$30,000 capital stock by Isaac H. Haas, Jacob R. Haas and Oscar Pappenheimer.

Birmingham, Ala.—Birmingham Manufacturing & Developing Co. incorporated with \$15,000 capital stock; Addison Lyman, president; F. M. Ketchell, secretary.

Birmingham, Ala.—Building Material.—Fulenwider Building Material Co. incorporated with \$3000 capital stock by A. L. Fulenwider, Robert Fulenwider, E. V. Pope and John T. Strickland.

Birmingham, Ala.—Bottling.—St. Louis Coca-Cola Bottling Co. incorporated with \$25,000 capital stock by G. P. Eggleston, Crawford Johnson and others.

Blackstone, Va.—Overalls.—Jobbers' Overall Manufacturing Co. incorporated with \$10,000 capital stock; H. C. Barrow, president and treasurer; J. D. Crawley, vice-president; R. F. Dillard, secretary.

Brownsville, Texas.—Cotton Picker.—Jones B. Ledford is organizing company with \$10,000 capital stock to establish plant for manufacturing patented cotton picker.

Comfort, Texas.—Creamery.—Comfort Creamery Association incorporated with \$5000 capital stock by W. Wiedenfeld, Charles A. Fellbaum and Paul G. Villarel.

Cordele, Ga.—Paper.—Southern Cotton Stalk Pulp & Paper Co., W. E. McMillen, president, Candier Bldg., Atlanta, Ga., awarded contract to Little & Phillips, Cordele and Fitzgerald, Ga., for erection of initial paper mill; 50x300 feet, with L 40x150 feet; engine and boiler rooms 45x100 feet; three stories; double fire walls; brick and

concrete construction; fireproof; capacity, 40 tons daily; will install one machine to manufacture tissue, wax, toilet and blotting paper, and utilize cottonseed hulls instead of rags for portion of output, and one for manufacturing wrapping, hardware and bag paper. (Previously mentioned.)

Fernandina, Fla.—Food Products.—A. F. Spawu will establish plant for manufacturing food products.

Greensboro, N. C.—Fertilizers.—Dixie Guano Co. incorporated with \$175,000 capital stock by F. B. Ricks, H. Sternberger, C. C. Taylor, J. B. Blades of Greensboro and Ashley Horne, Clayton, N. C.

Greensboro, N. C.—Drugs.—Holton Drug Co. incorporated with \$35,000 capital stock by E. C. Holton, J. P. Bradley and A. F. Fortune.

Hampton, Va.—Gas Plant.—George A. Schmelz of Schmelz Bros., Newport News, Va., has purchased for \$87,500 plant of Hampton & Phoebus Gas Co.; will organize company to operate.

High Point, N. C.—Belt Dressing, Soaps, etc.—Pennsburg Manufacturing Co. incorporated with \$100,000 capital stock by George T. Penny, N. M. Hodson, general manager, and others.

Houston, Texas.—Candy.—Colonial Chocolate Co. has completed final arrangements for establishment of factory; will erect building.

Kansas City, Mo.—Paint and Glass.—Sewell Paint & Glass Co. incorporated with \$124,000 capital stock by Ruby F. Sewell, J. H. Snedaker, Addison Brown and others.

Kansas City, Mo.—Distillery.—S. Hirsch Distilling Co. incorporated with \$400,000 capital stock by Adolph Hirsch, Simon Hirsch, Otto E. Hirsch and others.

Kingston, Tenn.—Medicine.—Tennessee Formula Co. incorporated with \$2500 capital stock by L. L. Evans, E. C. Matson, Carlisle Evans and others.

Lexington, Ky.—Tobacco Redrying.—J. N. Gorman, Greenville, N. C., contemplates establishment of redrying plant; capacity, 50,000 pounds daily.

Martinsburg, W. Va.—Lime.—Blair Limestone Co. has incorporated and begun erection of proposed plant; will have 32 limekilns, located two miles east of Martinsburg on Baltimore & Ohio Railroad; will also supply fluxing stone to Jones & Laughlin Steel Co., Third Ave. and Ross St., Pittsburg, Pa., for steel plant; last-named company referred to recently by Manufacturers' Record as purchasing limestone deposits; lime plant reported as to cost \$300,000 when completed.

Maysville, Ky.—Limestone Warehouse Co. will erect warehouse and manufacturing building; 150x265 feet.

Maysville, Ky.—Tobacco Redrying.—Maysville Loose Leaf Tobacco Co. will erect redrying plant 90x160 feet.

Memphis, Tenn.—Taxicabs.—Corbitt Taxicab Co., M. S. Corbitt, president, will erect plant to replace present structure.

Memphis, Tenn.—General Manufacturing.—Charles Lorida, Atlanta, Ga., will erect building; 10 stories, with basement; 100x100 feet; concrete construction; freight and passenger elevators; each floor to be leased to separate manufacturing; cost \$50,000.

Nashville, Tenn.—Soap.—Enterprise Soap Works are planning extensive improvements to plant; under supervision of J. A. Hawkins, Chicago, Ill.

Nashville, Tenn.—Handkerchiefs.—Tennessee Handkerchief Manufacturing Co. organized by A. K. Bloomfield to establish plant for manufacturing linen handkerchiefs; capacity 500 handkerchiefs daily; cost \$7000.

Newbern, N. C.—Paper Pulp, etc.—Carolina Paper Pulp Co. will increase capital stock to \$750,000 and make improvements to plant; will remodel old mill and erect large pulp and paper mill, probably of steel construction. (See "Machinery Wanted.")

New Orleans, La.—Molasses.—Louisiana Molasses Co. incorporated with \$100,000 capital stock; Berdolph Meyer, president; Eugene B. Hyman, vice-president; Nathan Pfeiffer, secretary-treasurer.

New Orleans, La.—Overalls.—Sweet, Orr & Co. purchased plant of Battleship Manufacturing Co. and will increase capacity; will erect addition and increase number of machines from 225 to 350.

Newport News, Va.—Awnings.—Clark Awning Co. incorporated with \$5000 capital stock; C. C. Clark, president and treasurer; N. C. Clark, vice-president; T. R. Belch, secretary.

Newton, Miss.—Chemicals.—Newton Chemical Co. incorporated with \$50,000 capital stock by J. N. Harrison, J. F. Wilder, T. J. Calvin and others.

Norfolk, Va.—Peanut Factory.—W. W. Old awarded contract to W. H. Saunders, Norfolk, to erect peanut factory to replace burned plant; cost \$6000. (Recently noted.)

North Mountain, W. Va.—Shoes.—Heiser Shoe Manufacturing Co. incorporated with \$25,000 capital stock; C. W. Hess, president; L. L. Dirling, vice-president; Richard Hamersia, secretary-treasurer; Charles Helser, superintendent and general manager; will establish plant for manufacturing shoes.

Ocala, Fla.—Lime.—Company has been incorporated with A. G. Gates, Stephen Jewett, John A. Graham, all of Ocala, and C. M. Carn, Reddick, Fla., to establish lime plant.

Okmulgee, Okla.—Cement-block Presses.—Oklahoma Cement Block Press Co. incorporated by William J. Simms, Aaron Fry and Jacob Bozarth.

Plaquemine, La.—Oil Burners.—Achee Oil Burner Co., Ltd., incorporated with \$7500 capital stock; Richard Supple, president; Louis Achee, vice-president; E. J. Achee, secretary-treasurer; will manufacture oil burners and pump outfits.

Poors Knob, N. C.—Grist Mills.—R. L. Doughton, J. D. Moore and others have purchased W. C. Meadow Mill Co. plant; manufacture portable grist mills; contemplate removing plant to railroad and doubling capacity.

Richmond, Va.—Printing Patent.—Harris Gripper & Manufacturing Co. incorporated with \$50,000 capital stock; C. A. Harris, president; B. O. James, vice-president; H. C. Richardson, secretary-treasurer.

Shiner, Texas.—Brewery.—Herman Weiss, Galveston, Texas; William Wentland, M. E. Wolters, both of Shiner, and others will organize company with \$6000 capital stock to establish brewery.

Shreveport, La.—Creosoting Plants.—American Creosoting Co., Indianapolis, Ind., has purchased plant of Shreveport Creosoting Co. and will expend \$50,000 for improvements.

St. Louis, Mo.—Folding Boxes.—Union Sealed Folding Box Co. incorporated with \$150,000 capital stock by Frank M. Steuterman, H. F. Bick, John A. Taity and others.

St. Louis, Mo.—Chemicals.—Leader Chemical & Manufacturing Co. incorporated with \$10,000 capital stock by Jonathan W. George, Annie P. George, Carl F. George and others.

St. Louis, Mo.—Boilers and Supplies.—Coplen, Kidder & Hegel Manufacturing Co. incorporated with \$250,000 capital stock by Elbert M. Coplen, Daniel G. Kidder and Kate Hegel.

St. Louis, Mo.—Post Cards, etc.—International Post Card & Manufacturing Co. incorporated with \$50,000 capital stock by Joseph A. Hunter, J. G. Hunter, Frank J. Stuart and Daniel P. Keener.

St. Louis, Mo.—Seed Planters.—O. K. Seed Planter Co., 100 South Commercial St., will establish proposed plant for manufacture of seed planters; will open proposals July 1 for presses, saws and punches; daily capacity 500 planters; C. I. Trimble, president and treasurer; A. H. Thornbergh, secretary; H. H. Glvan, manager. (See "Machinery Wanted.")

St. Louis, Mo.—Chemicals.—Seminole Chemical Co. incorporated with \$5000 capital stock by E. H. Ehrler, Conway Elder, J. B. Birkner and others.

St. Louis, Mo.—Iron Beds.—Foster Manufacturing Co. has purchased site and will spend \$25,000 for improvements.

Sumter, S. C.—Gas Plant.—Sumter Gas & Light Co. incorporated with \$50,000 capital stock; E. B. Wright, president; J. L. Alnutt, vice-president and general manager; A. D. Turner, secretary-treasurer; will manufacture illuminating gas; cost of plant, about \$50,000. (See "Machinery Wanted.")

Temple, Texas.—Gas Plants.—E. K. Dunbar, Boston, Mass., is interested in establishment of \$100,000 gas plant.

Texas City, Texas.—Oil Refinery.—Texas City Refining Co., E. N. Sanctuary, Galveston, Texas, president, is planning improvements; has increased capital stock from \$150,000 to \$300,000; will increase capacity from 2000 to 4000 barrels of oil daily, establish cooerage plant and provide for additional tankage capacity; company plans expenditure of \$2,000,000 in next two years, providing additional wharfage room, system of warehouses, grain elevator, storage tanks, etc., and improvements to townsite, including sewerage, water-works, graded streets, etc. E. B. Gray is engineer in charge.

Tulsa, Okla.—Sanitary Beds.—W. S. Jones, Birmingham, Ala., will establish plant for manufacturing sanitary beds.

Union Bridge, Md.—Hydrated Lime, etc.—Tidewater Portland Cement Co. will erect kilns for burning builders' white lime and

build plant for annual output of 25,000 tons (or 200,000 barrels) of hydrated lime; general offices with Republic Finance Co., 115 Broadway, New York; branch office at 807 Keyser Building, Baltimore, Md. (See "Concrete and Cement Plants.")

Victoria, Texas.—Sugar Mill.—Victoria Manufacturing Co., recently noted, will establish sugar mill with capacity of 500 tons cane daily; has purchased Carte Blanche Sugar House, St. Mary's parish, La., and will remove to Victoria.

West Point, Ga.—Fertilizer.—West Point Home Mixture Guano Co. incorporated with \$100,000 capital stock by W. H. Huguley, Jr., Amos Huguley, Mark McCullough and others.

Wheeling, W. Va.—Gloves.—Glove Manufacturing Co. incorporated with \$5000 capital stock by B. M. Grove, George Hassell, C. A. Robrecht and others.

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Huntington, W. Va.—Chesapeake & Ohio Railway, F. I. Cabell, engineer maintenance of way, Richmond, Va., awarded contract to Westinghouse Electric & Manufacturing Co., Pittsburg, Pa., for construction of new shop buildings to cost \$412,000.

Macon, Ga.—Central of Georgia Railway Co., J. F. Hanson, president, will proceed with construction of proposed additional shops to cost \$1,000,000; now has plant valued at \$750,000, and has several times been reported as planning further extensions.

Memphis, Texas.—Altus, Roswell & El Paso Railway has acquired 200 acres at Memphis for shops, yards, etc.; proposes to let contract within 30 days for 70,000 cubic yards of grading, mostly earth work; will construct seven small bridges and lay 1200 feet of tiled drains from Altus to west line of Greene county, 40 miles.

Stamford, Texas.—Wichita Falls Valley Railway Co., D. B. Keeler, vice-president, Fort Worth, Texas, will erect seven-stall roundhouse, repair shops, etc., at Stamford.

ROAD AND STREET IMPROVEMENTS

Alva, Okla.—City has contracted with Hanson Paving Co., St. Joseph, Mo., for paving six miles of streets.

Ashland, Ky.—City contemplates issuing \$100,000 paving bonds. J. O. Mathewson, Mayor. (City lately noted as receiving bids for road and street improvements.)

Austin, Texas.—City awarded contract, at \$2.15 per square yard, for paving West Sixth street from Guadalupe to San Antonio street, to Heffron & Falligant, Austin.

Baltimore, Md.—Bids will be opened June 30 for construction of 10 sections of State highway, aggregating 36 miles, in Allegany, Garrett, Prince George's, Harford and other counties; John M. Tucker, chairman State Roads Commission, Union Trust Bldg. (See "Machinery Wanted.")

Birmingham, Ala.—City has received bids and will soon award contract for paving 23d, 24th and 26th streets with either brick, asphalt or granite. Maury Nicholson, City Engineer.

Chattanooga, Tenn.—Southern Paving & Construction Co., First National Bank Bldg., Chattanooga, is lowest bidder at \$25,500 for asphalt resurfacing and new asphalt paving on Georgia avenue, 11th, A and Columbia streets; total length of 2475 feet. H. F. Van Dusen, chairman Board of Public Works. (Recently mentioned.)

Columbus, Ga.—Muscogee County Commissioners, E. J. Rankin, chairman, adopted plans by J. R. Hall, engineer, of Hall Bros., Atlanta, Ga., for improvement of Wynnton road.

East Lake, Ala.—City awarded contract to Wheeler & Wall of East Lake at \$38,222.54 to construct 39,000 square yards chert macadam pavement, 3900 square yards cement sidewalk, 33,700 linear feet combined curb and gutter, etc. T. E. Huey, City Engineer, is preparing specifications for additional street work amounting to \$40,000.

El Campo, Texas.—City has secured Attorney-General's approval to \$10,000 bond issue for street improvements. Address The Mayor.

El Paso, Texas.—El Paso county awarded contract at \$47,490 for construction of 17½ miles of asphalt-topped macadam road between Ysleta and Fabens. Albert S. Eylar, County Judge. (Recently mentioned.)

El Paso, Texas.—El Paso County Commissioners awarded contract for paving road from Ysleta to Clint, at \$47,490, to Dailey & Clark, Alexandria, La.

El Reno, Okla.—City will vote on issuance

of \$42,258 bonds for street improvements. Address The Mayor.

Fort Worth, Texas.—Tarrant county will vote July 17 on issuance of \$1,000,000 of bonds for road construction; 300 miles. J. I. Carter, Arlington, Texas, president Good Roads Association.

Goldsboro, N. C.—City voted \$150,000 bond issue for street and sidewalk improvements. Address The Mayor. (Recently mentioned.)

Havre de Grace, Md.—E. M. Good, Lancaster, Pa., lowest bidder at \$21,128 for macadamizing 2½ miles of streets.

Jackson, Ga.—Butts county is considering \$100,000 bond issue for road improvements. Address County Commissioners.

Louisville, Ky.—Board of Public Works awarded contract to G. W. Gosnell & Co. of Louisville for paving Swan and L streets with vitrified brick; cost \$11,530.

Madill, Okla.—City contemplates construction of three to five miles concrete sidewalks, as recently stated; J. S. Dillingham, Clerk, representing Southwestern Engineering Co., Oklahoma City, Okla., is establishing grades preparatory to paving; J. S. Dillingham, Clerk.

Manatee, Fla.—Board of County Commissioners will vote on issuance of \$250,000 bonds for road and street improvements; M. C. Davis, chairman Board of Commissioners.

New Orleans, La.—City approved ordinance appropriating \$200,000 for paving St. Charles street from Delery to Montegut streets. Address The Mayor.

Newbern, Tenn.—City will construct 3½ miles of gravel streets and concrete walks. Address The Mayor.

Norfolk, Va.—Public Improvement & Finance Committee approved issue of \$67,400 of bonds for paving with asphalt or other material Baldwin place, Shirley avenue, Spottswold avenue, 21st street, etc.; improvements also include grading and filling where necessary, curbing, guttering, etc.; W. T. Broke, City Engineer.

Oklahoma City, Okla.—City will receive bids until July 5 for paving, grading, curbing and draining various streets. Address The Mayor. (See "Machinery Wanted.")

Portsmouth, Va.—Norfolk county will construct macadam road from Norfolk to Ghent and from Portsmouth to Port Norfolk and Pinner's Point; bids to be opened June 29. Alva H. Martin, chairman Permanent Road Improvement Commission. (See "Machinery Wanted.")

Sanford, N. C.—City will pave sidewalks in business section. Address The Mayor.

Scottsville, Ky.—City has awarded contract to Franklin Concrete Co., Franklin, Ky., for street-improvement work.

Staunton, Va.—Board of Supervisors adopted resolution to macadamize 30 miles of roads.

St. Bernard, La.—Police Jury awarded contract, at \$48,000, to Nat Scott, St. Bernard, for construction of eight miles of shell road.

St. Charles, Mo.—City will construct 14,370 square yards brick paving, 6264 linear feet granite curb and 7000 yards of grading; Carr Edwards, City Engineer. (See "Machinery Wanted.")

Tampa, Fla.—E. J. DeVane, chairman Hillsborough County Commissioners, Tampa, Fla., will receive bids until July 6 for hard surfacing two miles of road; pavement to be 12 feet wide; six feet average depth.

Tampa, Fla.—Hillsborough County Commissioners, E. J. DeVane, chairman, will receive bids until July 6 for hard surfacing two miles of macadamized road. (See "Machinery Wanted.")

Taylor, Texas.—City will probably expend \$30,000 in paving portion of Main street recently mentioned; engineer not selected; O. E. Roberts, Mayor.

Thomas, W. Va.—City will pave East avenue and macadamize Spruce street; bids to be opened July 7; \$20,000 of bonds issued; George Martin, Mayor. Recently mentioned. (See "Machinery Wanted.")

Waco, Texas.—City will vote July 14 on issuance of \$300,000 of bonds; \$75,000 for streets and alleys and \$25,000 for public works. Address The Mayor.

Washington, D. C.—E. G. Gummell, 612 F St. N. W., Washington, was lowest bidder for grading and street improvement work on 24 streets in suburban sections.

Winchester, Ky.—Committee on Red House and Boonesboro pike empowered by Fiscal Court to finish opening road from Shearer to Boonesboro, build bridge over Otto Creek and make improvements at cost of \$4500. Address County Commissioners.

SEWER CONSTRUCTION

Blackwell, Okla.—City will expend \$3000 in construction of sewer outlet; engineers,

Burns & McDonnell, Kansas City, Mo. (Recently mentioned.)

East Lake, Ala.—City awarded contract to Wheeler & Wall of East Lake to construct extension of sanitary sewer to eastern city limits.

Ensley, Ala.—City awarded contract, at \$12,500, to C. M. Burkhalter & Co., Ensley, for construction of Avenue H 7-9 circular concrete storm sewer. (City lately mentioned as receiving bids.)

Florence, S. C.—Sewerage Commission, H. K. Gilbert, chairman, will receive propositions from engineers who will prepare plans and specifications and supervise construction of sewer system; \$65,000 bond issue recently reported voted. (See "Machinery Wanted.")

Forsyth, Ga.—City has voted issuance of \$15,000 sewer-construction bonds. Address The Mayor.

Franklin, Tenn.—City will vote July 3 on issuance of \$35,000 of bonds to construct sewer system and extend water-works. Address The Mayor.

Frederick, Okla.—City will receive bids for construction of sewage-disposal plant; Sam Kelly, City Clerk. (See "Machinery Wanted.")

Hampton, Va.—Charles T. Taylor, Hampton, was lowest bidder, at \$7797, for sewer construction. (City lately noted as receiving bids.)

Laurel, Md.—City is considering issuance of bonds for sewerage system. Address The Mayor.

Louisville, Ky.—City awarded contract at \$75,000 for construction of Section C-2 of Beargrass Interceptor to T. J. O'Connell & Co., 218 South Ann St., Baltimore, Md. (City lately mentioned as receiving bids.)

Louisville, Ky.—City will open bids July 3 for construction of section "B," South Louisville branch sewer; W. C. Nones, chairman Sewerage Commissioners; Harrison P. Eddy, consulting engineer, 14 Beacon St., Boston, Mass. (See "Machinery Wanted.")

Louisville, Ky.—City has rejected bids for construction of Section "B" of Northeastern sanitary trunk sewer, contract No. 31, and invited new proposals until July 2; W. C. Nones, chairman Sewerage Commissioners. (See "Machinery Wanted.")

Madill, Okla.—City will be ready in about 30 days to let contract for construction of sanitary sewer system recently noted; cost \$25,000; plans and specifications by S. D. Lipscomb, representing Southwestern Engineering Co., Oklahoma City, Okla.

Moultrie, Ga.—City will receive bids until July 6 for material for about seven miles of sewers recently noted. H. S. Jaudon, Box 582, Savannah, Ga., is engineer. W. D. Scott, Mayor. (See "Machinery Wanted.")

Nashville, Tenn.—City will probably vote October 14 on issuance of \$500,000 of bonds to construct trunk sewers; W. W. Southgate, City Engineer.

Paragould, Ark.—Bosler & Co., Chattanooga, Tenn., have contract to construct sewer system; ditch will be 30 inches wide and 12 feet deep at deepest places; pipe to be 8, 10, 12 and 18 inches; J. R. Thompson, Mayor. (Recently mentioned.)

Ryan, Texas.—City has voted issuance of \$18,000 bonds for sewer system. Address The Mayor.

TELEPHONE SYSTEMS

Gadsden, Ala.—Southern Bell Telephone & Telegraph Co., main office, Atlanta, Ga., will improve system between Gadsden and Huntsville, Ala., including rebuilding toll line between Gadsden and Albertville, construction of new line between Albertville and Guntersville and installation of phantom circuit between Gadsden and Albertville.

Mendon, Okla.—Mendon Telephone Co. incorporated by R. T. Wares, Aaron Beadman and Charles Harris.

Oliver, Ga.—Farmers' Telephone Co. organized with R. D. Farr, president; O. H. Marsh, vice-president; H. E. Ezell, secretary-treasurer.

Stanton, Tenn.—Company organized with W. B. Douglas, president; W. S. McMahon, vice-president; F. G. Rawlins, secretary-treasurer; P. O. Wilkerson, manager; to establish telephone system.

Talala, Okla.—Talala Telephone Co. incorporated by A. W. Campbell, J. L. Beatty, A. J. Rider and others.

Waco, Texas.—Texas Central Telephone Co. incorporated with \$6000 capital stock by M. H. Lane, Charles G. Davidson, William D. McLehr and Ted Landrum.

Wheeling, W. Va.—National Telephone Companies, recently reported incorporated, has organized with \$15,000,000 capital stock; John A. Howard, president; S. W. Harper, vice-

president and treasurer; W. C. Handlen, secretary and general manager; will merge independent telephones of West Virginia, Ohio and Pennsylvania, and later extend into other States; will construct toll lines to connect these properties and develop local exchanges; also contemplates construction of two trunk lines across continent, and perhaps into Canada; Frank B. Hall, engineer in charge.

TEXTILE MILLS

Albany, Ga.—Sheeting, etc.—Albany Cotton Mill, previously reported organized, etc., has decided all details; will erect building four stories high, 135x155 feet; power-house, pump-house, tanks and warehouse 100x150 feet; will open building bids about July 7; will install 10,800 spindles, 280 looms, 340-horse-power steam plant, etc.; will receive machinery proposals until August 1; will also erect 60 operatives' cottages; product to be broad sheeting or coarse print cloth; Lockwood, Greene & Co., 93 Federal St., Boston, Mass., engineer in charge; Albany company capitalized at \$250,000. (See "Machinery Wanted.")

Arcadia, S. C.—Sheeting.—Arcadia Mills will add 10,000 spindles and 250 looms; J. E. Shirrine of Greenville, S. C., engineer in charge; company now operating 15,234 spindles, 344 looms, etc.; has awarded contracts for building materials and machinery for enlargement.

Athens, Ga.—Cotton Yarns.—J. W. Ingle and J. T. Jordan will build cotton-yarn mill to cost \$50,000; will operate 3000 spindles.

Bessemer City, N. C.—Yarns.—Husa Manufacturing Co. awarded contract to J. E. McAllister, Gastonia, N. C., for construction of addition lately reported; size 42x140 feet, with picker-room 13x52 feet; to be equipped with spindles, etc.; now has 50 damask looms.

Branchville, S. C.—Hosiery.—A. S. Duke interested in plan to establish hosiery knitting mill; has not purchased machinery. (See "Machinery Wanted.")

Columbus, Ga.—Sheeting.—Columbus Manufacturing Co. has decided to build addition recently under consideration; will increase capital stock from \$500,000 to \$600,000 and issue bonds for \$300,000; will erect 272-foot addition to present 262x125-foot four-story building, and install probably 30,000 spindles and 800 looms; Lockwood, Greene & Co., 93 Federal St., Boston, Mass., are engineers in charge.

Douglasville, Ga.—Yarns, etc.—Lola Cotton Mills will increase capital stock from \$300,000 to \$500,000 and increase capacity.

Elberton, Ga.—Colored Cloth.—Home Cotton Mills, lately reported organized with \$100,000 capital, plans to buy and increase capacity of Swift's Cotton Mills; present equipment, 740 ring spindles, 174 looms, etc.; I. G. Swift, vice-president.

Goldville, S. C.—Cotton Yarns.—Banna Manufacturing Co. will increase capital stock from \$50,000 to \$125,000 and double capacity; now has 6912 ring spindles.

Hampton, Ga.—Hosiery Yarns.—Hampton Cotton Mills will double capacity; now operates 6000 ring spindles, etc.

Lincolnton, N. C.—Cotton Yarns.—Saxony Spinning Co. incorporated with capital stock of \$100,000 by A. G. Myers, Edgar Love and J. B. Wright; to build yarn mill, as lately reported; probably 10,000 spindles.

Little Rock, Ark.—Business Men's League planning organization of \$250,000 company to build cotton mill.

Lumberton, N. C.—Hosiery Yarns.—National Cotton Mills will increase equipment to 10,000 spindles; will erect additional building for this machinery; now operates 6240 ring spindles.

Martinsburg, W. Va.—Cassimeres.—Crawford Woolen Co. plans increasing capital by \$100,000 for adding to equipment; now has 6400 spindles, 97 looms, etc.

Mocksville, N. C.—Chas. C. Randleman of Randleman, N. C.; E. L. Galther, T. B. Bailey, J. F. Hanes and others of Mocksville will organize company with capital stock of \$75,000 to build cotton mill.

Morrisville, N. C.—Hosiery.—S. R. Horne will establish hosiery mill lately mentioned; will erect 32x120-foot building of wood, one story high; will install 100 knitting machines, but not to begin with; will require 15-horse-power gasoline engine; expects to invest \$30,000. (See "Machinery Wanted.")

Nashville, Tenn.—Sheetings.—Warlo Cotton Mills reported as to build additions; now operating 20,000 ring spindles, 530 looms, etc.

Wadesboro, N. C.—Silk.—Singleton Silk Mill Co. plans to enlarge two mills.

Winston-Salem, N. C.—J. B. Douglas and C. G. Hill of Winston-Salem and John W.

Cannon of Concord, N. C., are reported as organizing \$125,000 company to build cotton mill.

WATER-WORKS

Barton Heights, P. O. Richmond, Va.—City awarded contract at \$3296.34 to I. J. Smith & Co., Richmond, for construction of 250,000-gallon reservoir; Howard Whitlock, engineer. (Lately mentioned.)

Blackwell, Okla.—City will expend \$30,000 in construction of water-works recently mentioned; reservoir capacity 500,000 gallons; plans by Burns & McDonnell, Kansas City, Mo.; A. Sparks, City Clerk.

Carthage, Mo.—Board of Public Works, W. A. Turner, secretary, will receive bids on material and construction of water-works recently mentioned; engineers, M. A. Earl & Co., Carthage, Mo. (See "Machinery Wanted.")

Childress, Texas.—Attorney-General approved issue of \$35,000 water bonds. Address The Mayor.

Cleveland, Tenn.—Water-works Commission, Geo. T. Hall, chairman, will make improvements to water-works recently mentioned; \$11,125 available; improvements will probably include new pump, laying about 3000 feet 10-inch mains, half mile 8-inch and some 6-inch mains.

Corpus Christi, Texas.—City voted \$30,000 of bonds to purchase water-works and extend mains; J. W. Maxcy & Co., Houston, Texas, are engineers. (Recently noted.)

Durant, Okla.—City will vote June 29 on issuance of \$20,000 bonds for erection of settling basins and filtering tanks for water-works systems. Address The Mayor.

Franklin, Tenn.—City will vote July 3 on issuance of \$35,000 of bonds to construct sewer system and extend water-works. Address The Mayor.

Halls, Tenn.—Halls Light, Water & Ice Co. incorporated by R. A. Greer and others. (See "Electric-light and Power Plants.")

Jacksonville, Ala.—City proposes to either purchase and remodel existing gravity water-works or build independent new gravity system or pumping system, using water from nearby spring; has employed Edgar B. Kay, University of Alabama, department of engineering, University, Ala., to report on most feasible plan and act as engineer. (Bond issue of \$12,000 recently reported voted.)

Laurel, Md.—City is considering issuance of bonds for water-works extension. Address The Mayor.

League City, Texas.—Installation of water-works plant is contemplated; cost \$5000; J. E. Walker, secretary League City Business League, may be addressed. (See "Machinery Wanted.")

Lone Wolf, Okla.—City awarded contract at \$12,000 for water-works system and electric-light plant. Address The Mayor.

Lufkin, Texas.—City awarded contract to Kit McConico, Lufkin, for constructing reservoir 1000 feet wide, half mile long and 20 feet deep; contract calls for clearing space for reservoir, excavating same and constructing dam; pumping station will be installed and water piped to city, distance of three miles.

Marlow, Okla.—City will make proposed improvements to water-works; will lay 5000 feet four-inch cast-iron pipe; J. W. Steel, chairman light and water committee. (See "Machinery Wanted.")

Martinsville, Va.—City contemplates installation of filtration plant. Address The Mayor.

Mission Ridge, P. O. Chattanooga, Tenn.—Mission Ridge Taxing District Commissioners, Robert P. Woodward, president, Miller Bldg., Chattanooga, will construct water-works noted in April.

Moultrie, Ga.—City will open bids July 14 for material, consisting of cast-iron pipe, hydrants and valves, tower and tank, and pumping engine, for enlargement and extension of water system. H. S. Jaudon, Box 582, Savannah, Ga., is engineer. W. D. Scott, Mayor. (Recently mentioned. See "Machinery Wanted.")

Pawnee, Okla.—Improvements to water-works, contract recently noted awarded to Gyp Water Softener & Filter Co., 15 East Reno St., Oklahoma City, Okla., include construction of concrete reinforced reservoir, 100x50x3 feet, and reinforced concrete power-house, 80x30 feet; cost \$18,000. (See "Machinery Wanted.")

Ryan, Texas.—City has voted issuance of \$45,000 bonds for water-works. Address The Mayor.

Tulsa, Okla.—City will vote on issuance of \$50,000 of bonds to extend water mains. Address The Mayor.

Tyler, Texas.—City will vote July 17 issu-

ance of \$11,000 bonds for extension to water-works system. Address The Mayor.

Uniontown, Ala.—City has employed Edgar B. Kay, University of Alabama, department of engineering, University, Ala., to prepare plans for remodeling water and light power station; will construct reinforced concrete storage basin.

WOODWORKING PLANTS

Augusta, Ga.—Wagons.—Horton Manufacturing Co. will establish wagon factory, repair shop and garage.

Chattanooga, Tenn.—Buggies.—Wallace Buggy Co. increased capital stock from \$25,000 to \$50,000.

Corning, Ark.—Boxes.—Lehrman Lumber Co., St. Louis, Mo., reported as being interested in establishment of band-saw mill; capacity 25,000 feet of lumber daily.

Picklin, Ga.—Building Material and Furniture.—Picklin Building & Supply Co., J. W. Rider, president, will establish plant recently mentioned; will erect two-story 30x60-foot building; mill construction; cost \$1000; will install machinery costing \$3000; will produce finished building material and furniture. (See "Machinery Wanted.")

Lexington, N. C.—Buggies.—Lexington Buggy Co. incorporated with \$30,000 capital stock by A. P. Kelly, J. H. Kelly and J. W. Varnado.

Louisville, Ky.—Furniture.—G. Bittner's Sons incorporated with \$25,000 capital stock by W. C. Bittner, Fred J. Krazelse, John H. Berghaus, Sr.

Louisville, Ky.—Boxes.—E. B. Norman & Co. will establish box factory.

Orange, Texas.—General Woodworking.—Pond Manufacturing Co. will erect plant to replace present structure; 50x90 feet; will install new machinery and increase capacity.

Sapulpa, Okla.—Sash and Doors.—Sapulpa Sash & Door Manufacturing Co. incorporated with \$32,000 capital stock by Fradth E. Kadane, George E. Kadane and H. J. Hamara.

Shreveport, La.—Boxes.—Theodore Fellg, St. Louis, Mo., contemplates establishment of box factory.

Texas City, Texas.—Cooperage.—Texas City Refining Co. plans to establish cooperage.

Washington, N. C.—Buggies.—Washington Buggy Co., Geo. Hackney, Jr., owner and manager, has purchased machinery for plant recently noted to be erected; capacity, 2000 buggies annually.

BURNED

Ama, La.—T. J. Sellers' sugar-house on Alice plantation; loss \$15,000.

Argo, Texas.—Taylor & Crabber's cotton gin; loss \$5000.

Athens, Texas.—E. P. Miller's building, loss \$4000; Foster Building, loss \$2000; Gallamore Building, loss \$2000; George Evans Building, loss \$2000; T. M. Graham's two buildings, loss \$4000; E. A. Carroll's warehouse, loss \$5000.

Augusta, Ga.—Dixie Lumber Co.'s plant; loss \$30,000.

Baltimore, Md.—John H. Short & Sons' sawmill at 5-7-9 Uhler Alley partially destroyed; loss \$10,000.

Bagdad, Fla.—Stearns & Culver Lumber Co.'s dressed lumber stock shed; loss \$25,000.

Bogalusa, La.—H. H. Schloeman's store; Ed. W. Starns' dwelling; total loss \$15,000.

Cumberland, Md.—Canal Towage Co.'s Mill, office and oakum-house; loss \$7000.

Denison, Texas.—Missouri, Kansas & Texas Railway Co.'s (S. B. Fisher, chief engineer, St. Louis, Mo.) sheds, mill and paint shops at Denison; loss estimated at \$200,000.

Douglas, Ga.—J. H. Dent's planing mills and novelty works; loss \$1500.

Ellinger, Texas.—Edwin Jasek's cotton gin at Live Oak Hill; loss \$4000.

Fourmile, Ky.—John Hendrickson's residence; loss \$6000.

Handley, W. Va.—Chesapeake & Ohio Railway's machine shops and roundhouse; loss \$75,000; F. I. Cabell, engineer M. of W., Richmond, Va.

Hoboken, Ga.—Rawls & Beaton's sawmill and 16 tenant-houses; loss \$15,000.

Houston, Texas.—Burkitt & Barnes' sawmill.

Huntington, W. Va.—R. L. O'Neal's residence; Dillon Bros.' store building; loss \$20,000.

Key West, Fla.—El Polaco restaurant; Charles S. Johnson's drug store; New York Iye Works; Victoria restaurant; P. Weinberk's store; Hotel Jefferson; Elk's clubhouse; Cripe House; H. Rahner's book store; total loss \$125,000.

Key West, Fla.—Hotel Jefferson.

Nashville, Tenn.—W. G. Bush Brick Manufacturing Co.'s pressed-brick plant; loss \$15,000.

Paducah, Ky.—Union Hotel; loss \$5000; J. J. Grace, owner.

Portsmouth, Va.—Frank Hitch Lumber Co.'s plant.

Staunton, Va.—Seawright Company's hotel at Seawright Springs; E. L. Edmondson of Staunton, principal stockholder; loss \$50,000.

Wylie, Texas.—Wylie Telephone Co.'s building, loss \$7000; Taylor-Birmingham Company's store, building owned by Housewright Company, loss \$18,000.

WRECKED BY EXPLOSION

Jeanerette, La.—A. Moresi Company's foundry; loss \$3000.

BUILDING NOTES

APARTMENT-HOUSES

Bay City, Texas.—W. S. Ayres contemplates erecting apartment-house; plans by Architect Large of Bay City.

Houston, Texas.—Edgewood Realty Co. will erect "Bachelor Flats;" two stories; cost \$10,500.

Houston, Texas.—J. O. Ross will erect apartment-house corner Fannin street and McKinney avenue; 150x100 feet; seven stories and basement; 50 apartments; pressed brick and terra-cotta; white marble interior finish; double electric elevators; cost \$300,000; plans by Sanguinetti & Stats, Houston.

Kansas City, Mo.—S. E. Johnson will erect six-apartment building at 3621 Troost avenue; 50x55 feet; three stories; cost \$12,000.

Kansas City, Mo.—T. C. Mitchell will erect two six-apartment houses; three stories; 37x58 feet; cost \$16,000.

Little Rock, Ark.—R. E. Walt and George Rogers will erect St. Claire apartment-house; brick; 12 apartments.

Louisville, Ky.—C. H. Wintersmith purchased site 70x110 feet on which he is reported to build apartment-house.

Norfolk, Va.—Mrs. Pauline K. Phillips awarded contract to B. L. Nichols, 515 33d St., Norfolk, for erection of frame building; two apartments; mill construction; size 20x60 feet; hot-air heat; electric lighting; cost \$3600.

Oklahoma City, Okla.—J. Harry Randall Company, Campbell Bldg., Oklahoma City, Okla., is preparing plans for two three-story \$30,000 apartment-houses. (See "Machinery Wanted.")

Washington, D. C.—Harry Wardman, 1333 G St. N. W., purchased site 100x170 feet for \$30,000 on which to erect apartment-house.

Washington, D. C.—Benjamin Bradford, 1336 New York Ave. N. W., will open bids June 25 for erection of apartment-house at northwest corner of 21st and R streets; seven stories and basement; 55x52 feet; steel-faced, with red brick, terra-cotta and Indiana limestone trimmings on upper floors; marble on first floor; double plate glass door, with bronze and marble marquis at entrance; on each side of door will be marble columns with lights suspended; first floor to contain reception hall, etc., finished in white marble; upper floors to contain 45 apartments, six rooms each, finished in hardwood; electric passenger and freight elevators will be installed; hot-water heat; combination fixtures; plans by Wood, Donn & Deming, 808 17th St. N. W., Washington.

BANK AND OFFICE BUILDINGS

Baltimore, Md.—Greenwald Packing Co., Hyman Powdermaker, president, Union Stock Yards, will erect office building at plant on Brunswick street near Wilkens avenue; structure to be two stories; 34x35 feet; brick; hardwood interior finish; stone foundation.

Baltimore, Md.—James Clarke Company, foot of Webster St., awarded contract to J. Henry Miller, 110 Dover St., Baltimore, to erect office building at Clement and Webster streets; two stories; 33x66 feet; brick foundation; pressed-brick front; slate roof; cost \$8000.

Bartlett, Texas.—J. C. Hollomon and Jacob Isaac, both of Taylor, Texas, will erect bank building.

Bartlett, Texas.—J. C. Hollomon and Jacob Isaac, Thordale, Texas, will erect bank building at Bartlett.

Benton, Ark.—First National Bank will erect and equip bank building; E. S. Rodman, cashier; present address, care of Bank of Commerce, Little Rock, Ark. (See "Machinery Wanted.")

Burlington, N. C.—First National Bank will erect four-story bank building.

Charlotte, N. C.—Standard Ice & Fuel Co., John G. Byrce, president, contemplates erection of office building; 50x80 feet; five stories.

Corpus Christi, Texas.—H. D. McDonald, Paris, Texas, purchased site 40x100 feet at \$5500 to erect four-story office building.

Hickory Flat, Miss.—Bank of Hickory Flat, J. W. Crawford, president, will erect bank building.

Hickory Flat, Miss.—Bank of Hickory Flat, J. W. Crawford, president, will erect \$2500 fireproof bank building; one story; brick; 25x60 feet.

Houston, Texas.—Houston Building Co. incorporated with \$400,000 capital stock; S. F. Carter, president; to erect 16-story Carter building; cost \$600,000; plans by Sanguinetti & Stats, Houston. (Particulars of construction recently mentioned.)

Huntington, W. Va.—Vinson & Thompson Realty Co. will erect office building; fireproof; six stories and basement; heating not decided; electric and gas lighting; cost \$35,000; plans by E. N. Alger; contract not let.

Lehigh, Okla.—Lehigh National Bank, R. R. Cunningham, cashier, will receive bids until July 6 for erection of block of office buildings; plans and specifications on file at office of John Pullock, 26 Lutz Annex, Sherman, Texas, or at bank.

Madisonville, Texas.—Farmers' State Bank awarded contract to Fugua Bros. of Madisonville to erect bank building recently mentioned.

Oak Park, Ga.—A. S. Anderson, Millen News, Millen, Ga., and others will erect one-story brick 20x40-foot \$3000 bank building at Oak Park. (See "Machinery Wanted.")

Oklahoma City, Okla.—Oklahoma Fire Insurance Co., R. Galbreath, president (main offices, Tulsa, Okla.), purchased India Temple building; will erect two or three additional stories and remodel interior, expending \$50,000.

Paducah, Texas.—Paducah Building and Loan Association, W. H. Winton, president, awarded contract to W. H. Winton, Jr., for erection of two-story brick office building; heating undecided; electric lighting; cost \$20,000. (Recently noted.)

Roanoke, Va.—First National Bank awarded contract to R. H. Gregory, Norfolk, Va., for brick and tile work for proposed \$225,000 bank and office building.

San Diego, Texas.—Chas. Hoffman awarded contract to Albert & Fuess, Cuero, Texas, for erection of two-story brick and stone bank building; size 32x80 feet; contract price \$10,500; architect, Jul Lefland, Victoria, Texas. (Previously mentioned.)

Sharon, S. C.—First National Bank of Sharon awarded contract to W. W. Blair, Bullock's Creek, S. C., for erection of bank building. (Previously mentioned.)

Sherman, Texas.—Merchants and Planters' National Bank has not selected architect to prepare plans for five-story building recently mentioned; size 50x120 feet; steam heat; electric lighting; electric passenger elevator; cost \$125,000 to \$150,000.

Sour Lake, Texas.—E. L. Gammage will erect office building.

St. Louis, Mo.—Dulce Realty Co. will erect office building; fireproof; five stories; 40x80 feet; A. B. Groves of St. Louis prepared plans and will supervise construction.

St. Louis, Mo.—Dulce Realty Co. will erect office building on Chestnut street, between 8th and 9th streets; five stories; fireproof; cost \$50,000.

St. Louis, Mo.—J. H. Uthoff will erect two-story store and office building to cost \$12,000.

Washington, D. C.—Builders' Exchange Exhibit Co. incorporated with \$100,000 capital stock; Samuel J. Prescott, president; Cuno Rudolph, vice-president; Edwin C. Graham, secretary; Leonard Perry West, treasurer; will erect office building on H street; two stories; 140x55 feet; 14,000 feet floor space on each floor; offices, 811 12th St. N. W.

Wheeling, W. Va.—H. E. Sands will erect office building; 30x100 feet; eight stories.

Winston-Salem, N. C.—Wachovia National Bank accepted plans by Milburn, Helster & Co., Home Life Bldg., Washington, D. C., for bank and office building. (Recently mentioned.)

CHURCHES

Alton Park, Tenn.—Sarah M. James, Memorial M. E. Church, J. G. Cairnes, pastor, awarded contract to J. M. Allen, Alton Park, for foundation of \$10,000 edifice recently described.

Birmingham, Ala.—Simpson M. E. Church, Rev. C. E. Bissell, 2430 Seventh Ave., pastor,

will expend \$40,000 to \$50,000 in erection of auditorium recently mentioned; about 75x75 feet; brownstone; electric lighting; Sunday-school room completed.

Bowling Green, Ky.—De Hart & Son, Nashville, Tenn., has contract at \$12,740 for erection of Cumberland Presbyterian Church; plans by G. L. Lockhart, 1214 First National Bank Bldg., Nashville, Tenn.

Columbus, Ga.—First Baptist Church has awarded contract to M. C. Barlow, Columbus, for improvements to church; plans by T. F. Lockwood, Columbus; cost of improvements, \$12,000.

Cookeville, Tenn.—Free Will Baptist Congregation will erect edifice. Address The Pastor, Free Will Baptist Church.

East Lake, Ala.—Ruhama Baptist Church reported to erect edifice costing \$30,000. Address The Pastor, Ruhama Baptist Congregation.

Grundy, Va.—M. E. Church South, R. E. Williams, secretary, will have revised plans for \$15,000 edifice ready about July 10; architect, Charles E. Bearden, Chamberlain Bldg., Chattanooga, Tenn.; native stone structure; slate roof; probably oak interior finish; metal ceiling; hot-air heat. (Previously noted.)

Hartselle, Ala.—Methodist Congregation has awarded contract to W. B. Shilman, Pulaski, Tenn., for erection of church; brick; cost \$10,000.

Houston, Texas.—W. H. Young, Houston, was awarded contract for erecting Shearn Methodist Church; estimated cost \$175,000.

Knoxville, Tenn.—United Brethren Congregation, Rev. E. H. Given, D.D., pastor, has plans and specifications and is receiving bids on erection of proposed edifice to cost \$10,000.

Knoxville, Tenn.—First Presbyterian Church is having plans prepared by Charles A. Hayes of Knoxville for edifice.

Lambert's Point, P. O. Norfolk, Va.—Burrows Memorial Baptist Church has plans by Lee & Diehl, Norfolk, for erection of church; 52x80 feet; brick; tower 70 feet; seating capacity 500; bids will be invited.

Lexington, Ky.—First Baptist Church, J. W. Porter, pastor, contemplates erection of \$100,000 edifice.

Marshallville, Ga.—Building Committee, new Methodist Church, adopted plans by George C. Thompson, 533 Candler Bldg., Atlanta, for proposed \$12,000 edifice.

Memphis, Texas.—Baptist Church is having plans prepared by C. W. Bulger & Son, Dallas, Texas, for edifice; pressed brick and stone; cost \$25,000.

Milledgeville, Ga.—Methodist congregation purchased site 210x170 feet on which to erect edifice. Address The Pastor, Methodist Church.

New Martinsville, W. Va.—M. E. Church awarded contract to Dayton & Francis of New Martinsville at \$9821 for erection of edifice.

Norfolk, Va.—J. H. Brinson, Hampton, Va., is lowest bidder at \$48,240, exclusive of heating and fixtures, for erection of edifice for First Baptist Church; 119x90 feet; exterior of marble furnished by Pennsylvania Marble Co., Philadelphia, Pa., and stone; seating capacity of main auditorium, 850; Sunday-school room, 250; plans by Arthur B. Jennings, New York.

Norfolk, Va.—Knox Presbyterian Church, Rev. W. H. T. Squires, pastor, Park Pl., purchased site 100x110 feet on which to erect brick edifice costing \$25,000.

Okmulgee, Okla.—W. M. Cott will receive bids until June 28 for erection of First Baptist Church; plans and specifications by Bailey & Bailey, Majestic Bldg., Oklahoma City. San Angelo, Texas.—First Christian Church will erect edifice to cost \$30,000. Address The Pastor, First Christian Congregation.

Savannah, Ga.—Asbury Methodist Church had plans prepared by Mrs. T. B. Green of Savannah for edifice recently mentioned; construction begun.

Suffolk, Va.—Bethlehem Christian Church will erect edifice; brick; cost \$7000. Address The Pastor, Bethlehem Christian Congregation.

Tampa, Fla.—Methodist Church awarded contract to John Lawson of Tampa to erect edifice costing \$25,000.

Tampa, Fla.—First Baptist Church has purchased site 140x145 feet and will erect \$75,000 edifice. Address The Pastor, First Baptist Church.

Tulsa, Okla.—First Presbyterian Church will erect \$50,000 edifice. Address The Pastor, First Presbyterian Church.

COURTHOUSES

Bessemer, Ala.—City voted issuance of \$100,000 courthouse bonds. Address The Mayor.

Chapin, Texas.—Hidalgo county, S. P. Silver, County Judge, will open bids July 1 for erection of fireproof courthouse recently mentioned; plans by Phelps & Ayres, San Antonio, Texas; 40x110-foot structure; heating and lighting not decided; cost \$75,000.

Crowell, Texas.—Foard county voted \$80,000 bond issue for erection of courthouse. Address County Commissioners. (Recently mentioned.)

Garden City, Texas.—Glasscock County Commissioners will receive bids until July 1 for construction of courthouse to cost about \$28,000.

Scottsboro, Ky.—R. H. Hunt, Chattanooga, Tenn., is preparing plans for remodeling courthouse and erecting addition; cost \$25,000.

DWELLINGS

Atlanta, Ga.—Bishop Warren A. Candler has had plans prepared by George C. Thompson, 533 Candler Bldg., Atlanta, for \$6000 residence; granite ashlar foundations and chimneys; frame superstructure; cabinet mantels; hardwood floors; gas and electric fixtures; mill work; hot-air heat.

Augusta, Ga.—Perkins Hargrove is having plans prepared for \$2500 residence by Preacher & Holman, 403 Dyer Bldg., Augusta.

Augusta, Ga.—T. A. McAllister will erect \$3000 residence; plans by Preacher & Holman, 403 Dyer Bldg., Augusta.

Augusta, Ga.—W. H. Holmes will erect \$3500 residence; plans by Preacher & Holman, 403 Dyer Bldg., Augusta.

Augusta, Ga.—Luther Arrington will erect \$6000 residence after plans by Preacher & Holman, 403 Dyer Bldg., Augusta.

Baltimore, Md.—Commercial Realty & Construction Co., Braddish Ave., will erect large number of dwellings at Presbury street and 81st Street avenue; purchased site 396x235 feet.

Baltimore, Md.—New Era Realty & Construction Co., 11 East Lexington St., will erect 14 dwellings on Highland avenue; two stories; twin; brick; stone foundations; cost \$30,000.

Baltimore, Md.—Forest Park Company (Webb & White), Forest Park, Baltimore, will expend \$5000 to \$5500 each on dwellings recently mentioned (under Forest Park); four 10 to 12-room frame cottages; slate roofs; steam heat; electric and gas lighting; construction by owner; plans by H. C. Aiken, 213 Calvert St., Baltimore.

Baltimore, Md.—W. S. LaFleur and R. D. West, 1626 North Gilmer St., have plans by Theodore Wells Pletch, American Bldg., Baltimore, for twin dwellings at Walbrook avenue and 10th street; colonial brick facades; attic frieze in pebble-dash finish; projecting corners of room imperial Spanish tile.

Baltimore, Md.—Everett S. Eppley, Warner and Stockholm Sts., has plans by Henry J. Tinley, 314 North Charles St., Baltimore, for bungalow on Roslyn avenue; one and a half stories; 28x45 feet; cost \$3500.

Baltimore, Md.—F. E. Tobe, 2816 Evergreen Terrace, will erect nine dwellings on North avenue; 15x60 feet; pressed brick; marble trimmings; brick and stone foundation; combination fixtures; steam heat; slate roof; cost \$30,000.

Baltimore, Md.—George C. Goldman has plans by Jacob F. Gerwig, 210 East Lexington St., Baltimore, for 11 dwellings on Booth street; two stories; pressed-brick fronts; 13x38 feet; gas lighting; cost \$11,000.

Baltimore, Md.—Forest Park Co., Webb & White, agents, 601 Maryland Telephone Bldg., will erect dwelling on Brookline avenue; two and a half stories; frame; 28x36 feet; steam heat; combination fixtures; slate roof; cost \$4000.

Baltimore, Md.—Samuel L. Nicholson, 17 North Gay St., will erect residence on Elsinor avenue.

Baltimore, Md.—Miss L. A. Robinson, 419 N. Charles St., awarded contract to Edw. A. Lyons, American Bldg., Baltimore, for erection of residence in Walbrook; two and a half stories; frame; slate roof; hot-water heat; 31x34 feet; cost \$4000; plans by F. E. Reall, 2816 Evergreen Terrace, Baltimore.

Baltimore, Md.—Celine Bull has plans by Stanislaus Russell, 2900 Clifton Ave., for two dwellings on Presbury street; two and a half stories; brick; stone foundation; 16x56 feet; slag roofs; steam heat; pressed brick fronts, with marble trimmings; Edward Overton, Baltimore, contractor.

Baltimore, Md.—R. C. Rose and A. J. Lilly, both of 282 N. Calvert St., will erect dwelling on Belle avenue, Park Manor; two and a half stories; frame; stone foundation; 25x28 feet; combination fixtures; cost \$3500.

Catonsville, Md.—Eden Construction Co. has plans by Paul B. Tuzo, 11 East Pleasant St., Baltimore, for residence on Eden ter-

race; frame; stone foundation; steam heat; combination lighting fixtures; ordinary construction; cost \$18,000; John Gerwig, Catonsville, contractor.

Catonsville, Md.—Arthur C. Montell, 306 Ingleside Ave., awarded contract to Henry A. Nagle, Baltimore, Md., for erection of residence recently noted; two and a half stories; slate roof; hardwood cornice; cost \$6000; plans by Walter M. Gieske, Equitable Bldg., Baltimore, Md.

Chattanooga, Tenn.—E. W. Borchering, Chattanooga Saw Works, awarded contract to Joseph Trimby, News Bldg., Chattanooga, for erection of proposed \$5000 residence on Mission Ridge (suburb); foundation completed; frame and stucco; shingle roof; hard pine interior finish; cabinet mantels; hot-water heat; electric lighting; plans by D. V. Stroop, James Bldg., Chattanooga.

Dallas, Texas.—W. M. Kidd has plans by H. A. Overbeck, Dallas, for residence; two stories; brick; veneer; cost \$12,175.

Dallas, Texas.—Ed Foy will erect residence; pressed-brick front; Spanish tile roof; electric and gas lighting; hot-water heat; cost \$10,000.

Gaffney, S. C.—Mrs. R. A. Robinson, Spartanburg, S. C., will erect residence.

Hagerstown, Md.—Trinity Lutheran Church, Rev. Jacob S. Simon, pastor, is planning erection of parsonage.

Hampton, S. C.—W. C. Mauldin is having plans prepared by Preacher & Holman, 403 Dyer Bldg., Augusta, Ga., for \$6500 residence.

Helena, Ark.—G. W. Millie will open bids July 5 for erection of \$13,000 residence; 70x53 feet; concrete and brick veneered; green tile roof; hot-water heat; electric lighting; plans by J. M. Whitehead, 801 Southern Trust Bldg., Little Rock, Ark.

Houston, Texas.—J. P. Carter has plans by H. L. Green, Houston, local representative of Mauran & Russell, St. Louis, Mo., for residence; cost \$40,000.

Huntington, Tenn.—J. Clarence Johnson will erect sixteen-room residence.

Jamestown, N. C.—J. D. Cobb, New York, awarded contract for erection of lodge; two stories; Colonial style; cost \$20,000.

Kansas City, Mo.—C. W. Scarritt will erect 13 dwellings.

Knoxville, Tenn.—W. H. Dossett had plans prepared for proposed dwelling by M. E. Parnelle & Son, Knoxville; ordinary construction; 40x60 feet; circular reception parlor; hardwood natural finish; grates; electric and gas combination lighting fixtures.

Little Rock, Ark.—Mrs. Forney Smith awarded contract to Mat M. Bush, Little Rock, for erection of proposed 63x48-foot dwelling; brick veneered; stone trimmings; slate roof; hot-water heat; electric lighting; cost \$14,000; plans by J. M. Whitehead, 801 Southern Trust Bldg., Little Rock, Ark.

Little Rock, Ark.—A. A. Simpson awarded contract to R. L. Corley, Little Rock, for erection of proposed \$4000 residence; 31x58 feet; two stories; grates; electric lighting; plans by J. M. Whitehead, 801 Southern Trust Bldg., Little Rock, Ark.

Little Mountain, S. C.—W. A. Counts has plans by E. J. & W. K. Dunne, Sumter, for residence; four stories; 10 rooms, hall and bath; ordinary construction; grates; cost \$3500; will receive estimates for labor only until July 4; plans and specifications on deposit of check for \$10, to be refunded on return of plans.

Lufkin, Texas.—N. B. Choncy will erect \$10,000 residence.

Memphis, Tenn.—Mrs. J. C. Norfleet awarded contract to W. S. LaGrill, Memphis, for erection of residence; two and a half stories; stucco; tile roof; 17 rooms; cost of construction alone, \$19,000.

Memphis, Tenn.—Robert Galloway awarded contract to John Hughes, Memphis, to erect dwelling; two stories; stucco; eight rooms; slate roof; cost \$4000, exclusive of heating, wiring and plumbing.

Mount Washington, Md.—Broad Hills Land Co., George R. Webb, president, Garrison and Belle Aves., has plans by Elliott & Emmart, Union Trust Bldg., Baltimore, Md., for residence on Rodgers avenue, Mount Washington; two and a half stories; frame; stone foundation.

Norfolk, Va.—P. A. Page awarded contract to Charles H. Plummer, Norfolk, for erection of residence; two stories; mill construction; slate roof; 26x43 feet; hot-air heat; electric lights; cost \$3500; plans by W. T. Zepp, Granby St., Norfolk.

Norfolk, Va.—Ballentine Realty Corporation is arranging to erect 25 dwellings.

Norfolk, Va.—N. B. Deal awarded contract to L. McCloud, Norfolk, to erect \$4000 frame dwelling.

Norfolk, Va.—G. H. Earp awarded contract to Dear & Totty, Norfolk, to erect \$5800 brick residence.

Norfolk, Va.—Cleveland Manning awarded contract to Lowmsherry & Gardner, Norfolk, for erection of \$3000 frame residence.

Norfolk, Va.—F. S. Hancock awarded contract to W. J. Atkinson, Norfolk, for erection of residence; brick; cost \$3700.

Norfolk, Va.—Joshua Garrison awarded contract to Seay Bros., Norfolk, to erect residence; brick and frame; cost \$5600.

Norfolk, Va.—Knox Presbyterian Church, Rev. W. H. T. Squires, pastor, contemplates erection of manse.

Ocala, Fla.—S. G. Moyers awarded contract to S. C. Deratt, Ocala, to erect residence; two stories; cost \$3000; plans by Architect Drake, Ocala.

Port Arthur, Texas.—George Byers awarded contract to Ed Weerssen, Port Arthur, to erect \$20,000 cottage.

Rome, Ga.—W. H. Eberling will erect dwelling; nine rooms; two stories.

St. Louis, Mo.—Mrs. Anna Rubelmann awarded contract to Hoffman Construction Co., St. Louis, for erection of dwelling and stable, to cost \$24,900; plans by and construction under supervision of E. C. Jaansen, St. Louis.

St. Louis, Mo.—R. Burns will erect four brick cottages, to cost \$10,000.

St. Louis, Mo.—Charles Z. Trembley will erect dwelling; two and a half stories; brick; cost \$7000.

St. Petersburg, Fla.—R. S. Ashley will erect residence.

Summerville, S. C.—Jno. M. Clark is having plans prepared by Preacher & Holman, 403 Dyer Bldg., Augusta, for \$5000 residence.

Summerville, S. C.—J. Frank Clark will erect \$5000 residence after plans by Preacher & Holman, 403 Dyer Bldg., Augusta.

Tampa, Fla.—Logan Trousdale has plans by F. J. Kennard, Tampa, for residence; cost \$15,000.

Washington, D. C.—William F. Lemon, 1219 L St. N. W., awarded contract to John H. Nolan, 1413 G St. N. W., Washington, for erection of residence in Kalorama road; 26x26 feet; rough brick; limestone trimmings; glazed tile roof; plans by Boal & Brown, 1725 H St. N. W., Washington.

Washington, D. C.—James L. Parsons, Pennsylvania Ave. and 13th St., has plans by Arthur B. Heaton, 1319 F St. N. W., Washington, for residence on Kalorama road; three stories; Italian style; cost \$15,000.

Washington, D. C.—P. H. Pharyne has plans by Nicholas T. Haller & Co., Corcoran Bldg., Washington, for residence in Shady-side subdivision; three stories; 40x40 feet; cement blocks; cement trimmings; slate roof.

Washington, D. C.—J. T. Jenkins, 3006 Q St. N. W., has plans by Julius Wenig, 122 F St. N. W., Washington, for residence at 3010 Q street N. W.; two stories; cement basement; 20x50 feet; seven rooms and bath; pressed brick; limestone trimmings; hot-water heat; electric and gas lights.

Washington, D. C.—Harry B. Willson, Willson Bldg., and Harry Wardman, 1333 G St. N. W., will erect 22 dwellings on Meridian street; three stories; frontage 20 feet. Mr. Willson will also erect 29 20-foot front dwellings on Holmead avenue.

Washington, D. C.—D. Carl, 1639 Park road N. W., awarded contract to James L. Parsons, Pennsylvania Ave. and 13th St., Washington, for erection of dwelling at Grant road and Connecticut avenue; 75x69 feet; Spanish mission style; stucco exterior; slate roof; 12 rooms and bath; stable and carriage house will be erected later; plans by Wood, John & Deming, 808 17th St. N. W., Washington.

Washington, D. C.—T. M. Tyssowski, 1437 Rhode Island Ave. N. W., has plans by Milburn, Heister & Co., Home Life Bldg., for residence recently noted; three stories; exterior finished in sawed Bedford stone; green glazed tile roof; 26x65 feet; interior fireproof, with exception of floors.

GOVERNMENT AND STATE BUILDINGS

Dallas, Texas.—Coliseum.—Directors State Fair of Texas adopted plans by C. D. Hill & Co. of Dallas for coliseum; 150x250 feet; cost \$100,000.

Fernandina, Fla.—Postoffice and Court-house.—James Knox Taylor, Supervising Architect, Washington, D. C., recommends that bid of D. J. Phipps, Newport News, Va., be accepted for construction of postoffice and courthouse at Newport News.

Fort Crockett, P. O. Galveston, Texas.—Barracks, etc.—James A. McGonigle & Son, Leav-

enworth, Kans., has contract for all buildings at Fort Crockett, except officers' quarters, plans for which will be modified and new bids invited; bid was \$347,801, with concrete floors in five buildings, or \$339,473 without, from which must be deducted cost of officers' quarters; all structures to be of reinforced concrete, exclusive of non-commissioned officers' quarters, which will be frame, covered with metal lath and cement; broad galleries and tiled roofs; buildings include barracks, each 40x178 feet, two stories, mission style, with double galleries and accommodations for 109 men; post exchange and gymnasium, 58x94 feet, practically three stories high, gymnasium to have floor space 51x56 feet and be 19 feet from floor to ceiling; quartermaster's storehouse, 36x112 feet, one story; lavatories, one for each barracks' building; administration building, two stories, 34x55 feet; stable, 34x133 feet, 37 stalls and have vitrified brick driveway through center; officers' quarters will consist of residence for commanding officer and seven for officers of command; company officers' quarters, 60x71 feet, with galleries on three sides; hospital, two stories, 101x45 feet, with tile room, double galleries on three sides, with tile floors, etc.; 26 buildings to be erected. (Recently mentioned.)

Jackson, Tenn.—W. E. Kirby, Jackson, has contract at \$24,443 for erection of buildings for West Tennessee experiment station.

Lake Charles, La.—Postoffice and Court-house.—Gude & Co., Atlanta, Ga., have contract at \$109,900 for construction of postoffice and courthouse.

McAlester, Okla.—Penitentiary.—Bids will be invited about July 1 for erection of penitentiary; Roy Hoffman, Guthrie, Okla., chairman State Board of Public Affairs.

Mountain Creek, Ala.—Hospital.—Board of control, Old Soldiers' Home, will erect annex to hospital.

Owensboro, Ky.—Postoffice, etc.—Office of Supervising Architect, James Knox Taylor, Washington, D. C. Sealed proposals will be received at this office until July 27, and then opened, for construction (including plumbing, gaspiping, heating apparatus, electric conduits and wiring, and a standard clock system) of U. S. postoffice and courthouse at Owensboro in accordance with drawings and specification, copies of which may be had from custodian of site at Owensboro, Ky., or at this office, at discretion of architect.

Texarkana, Texas.—Postoffice.—Yeager & Son, Danville, Ill., have contract at \$100,552 for construction of Government building at Texarkana.

Washington, D. C.—Quartermaster-General Aleshire has awarded contract at \$10,000 to Urban & Bradley, Washington, for improvements to Washington barracks.

HOTELS

Anderson, S. C.—U. G. Salla purchased Bellevue Hotel and will improve; also leased second floor of adjoining building, where dining-room and cafe will be conducted.

Birmingham, Ala.—W. H. Woodward states nothing is being done toward erection of \$600,000 hotel lately reported.

Dardanelle, Ark.—Max Kaufman, manager J. G. Goldman & Co., plans to erect hotel; three stories; brick; cost \$30,000.

El Reno, Okla.—Paulson & Shafer awarded contract to L. F. Lee, 5 West 3d St., Oklahoma City, for erection of addition to Southern Hotel, recently mentioned; plans by Layton, Smith & Hawk, Oklahoma City; fireproof structure; reinforced concrete; 75x125 feet; three stories and basement; steam heat; electric lighting; passenger and freight elevators; laundry; cost \$55,000.

Huntington, W. Va.—Hotel Frederick will erect 30-room addition.

Kansas City, Mo.—Godfrey A. Jones and Berlau Bros. leased site 110x127 feet on which to erect hotel and store building; three stories and basement.

Little Rock, Ark.—Metropolitan Hotel will be remodeled; about \$25,000 to be expended.

Marion, N. C.—Marion Hotel Co. awarded contract to Glenn & Oakley, Gastonia, N. C., for building recently described; cost \$30,000; orders placed for all material.

Ozark, Ark.—George O. Bristow can be addressed regarding erection of \$5000 stone hotel.

Refugio, Texas.—F. L. Rooke awarded contract to W. W. Brian for erection of hotel; cost \$10,000.

Roxboro, N. C.—Moses S. Jones will erect hotel to cost \$25,000.

Staunton, Va.—Seawright Magnesians Lithia Spring Co., E. L. Edmondson, president, plans to rebuild burned hotel.

Victoria, Texas.—B. H. Matthews awarded

contract to Bailey Mills Co., Victoria, for erection of two-story concrete-block addition to Denver hotel recently mentioned; cost \$3000; plans by Jul. Lefland, Main St., Victoria.

Washington, D. C.—T. A. McKee, proprietor Hotel Gordon, has leased Metropolitan Hotel and will expend \$30,000 for improvements.

MISCELLANEOUS STRUCTURES

Anderson, S. C.—Orr Cotton Mills has plans by R. N. Lacy, Anderson, for library building.

Anniston, Ala.—Clubhouse.—Anniston Country Club will erect \$5000 clubhouse.

Archer City, Texas.—Jail.—Archer county has voted \$20,000 of bonds to erect jail. Address County Commissioners.

Atlanta, Ga.—Sanitarium.—J. Chester King will erect sanitarium on Peachtree road; cost \$25,000.

Augusta, Ga.—Store.—Algernon Morgan will erect store building; three stories; brick; cost \$10,000.

Baltimore, Md.—Business.—Benjamin Schleisner, 412 South Broadway, has plans by Louis Levi, American Bldg., Baltimore, for improvements to structures at 213-217 West Saratoga street; will erect addition in rear of 217 and install entire new store front; gas and electric lighting; contract awarded to James Farley, Baltimore and North streets.

Baltimore, Md.—Store.—H. Wels & Son, 801-805 Pennsylvania Ave., awarded contract to W. H. Porter & Son, 505-507 Forrest St., Baltimore, for improvements to present structure and erection of building 24x123 feet; three stories and basement; hot-water heat; electric lighting; cost \$20,000; plans by Louis Levi, American Bldg., Baltimore. (Recently noted.)

Baltimore, Md.—Home.—Lutheran Deacons' Mother House, 2500 W. North Ave., awarded contract to Benjamin F. Bennett Building Co., 123 S. Howard St., Baltimore, for erection of mother house recently noted; 175x42 feet; gray granite; slate roof; cost, exclusive of mechanical system, \$73,000; plans by Joseph Evans Sperry, Calvert Bldg., Baltimore.

Baltimore, Md.—Business.—Moses Shavitz awarded contract to Jerome G. Daneker, Equitable Bldg., Baltimore, for alterations and improvements to business building at 816-818-820 South Charles street; cost \$4000.

Baltimore, Md.—Lodge.—Junior Order and Daughters of America awarded contract to Pipple & Fisher, 800 N. Duncan St., Baltimore, for erection of lodge building at 36 South Regester street; three stories; brick; 12x56 feet; cost \$2900; plans by Henry S. Rippel, 1-7 Clay St., Baltimore.

Beeville, Texas.—Store.—W. Kohler will erect store building; brick; one story; 30x100 feet.

Bryan, Texas.—Business.—M. H. James will erect business building; two stories; brick.

Charlotte, N. C.—Store.—Belk Bros. have plans by Wheeler, Gallagher & Stern, Charlotte, for store-building addition previously noted; five stories; brick and steel; 75,000 square feet floor space; ordinary construction; steam heat; electric lighting; freight and passenger elevators; cost \$40,000; bids to be opened soon. (See "Machinery Wanted.")

Charlotte, N. C.—Shed.—Standard Ice & Fuel Co. will erect shed for storing coal; capacity 6000 to 8000 tons; cost \$3000.

Chattanooga, Tenn.—Store and Restaurant.—The Misses Boyce, H. T. Olmsted & Sons, agents, 115 E. Eighth St., will have plans prepared by J. G. Barnwell, The Elizabeth, Chattanooga, for three-story brick building at 1273 Market street, and for additional story to two-story brick building at 1275, 1277 and 1279 Market street; one store on grade floor; restaurant on second and third floors of the four buildings; cost \$20,000. (Previously mentioned.)

Corsicana, Texas.—Natorium.—Corsicana Natorium Co., recently reported incorporated by Ralph Beaton and others, had plans prepared by Wiley Clarkson for \$15,000 building; 70x150 feet; two stories; semi-fireproof; steam heat; electric lighting; bids opened about July 1.

Dallas, Texas.—Store.—C. C. Slaughter purchased site 50x100 feet and will probably erect five-story fireproof store building, to be occupied by S. H. Kress & Co., New York. (Recently noted.)

Dallas, Texas.—Business.—Harry Penulman will erect business building; two stories; pressed brick; cost \$20,000.

Dallas, Texas.—Business.—J. B. Wilson has plans by C. D. Hill & Co., Dallas, for remodeling business building to be occupied

by A. A. Everts Company; will install entire front of pressed brick.

Dobson, N. C.—Home.—Surrey County Commissioners will erect home for aged and infirm.

Galveston, Texas.—Greenhouses.—J. D. Priesner Company will erect eight greenhouses.

Galveston, Texas.—Palace.—Galveston Business League awarded contract to Bowden & Worth, Galveston, for erection of cotton palace, and to Fred Hartell, Galveston, for roofing; frame; 120x1000 feet; cost \$5000; plans by Donald N. McKenzie, 2107½ Postoffice, Galveston.

Greenville, Miss.—Clubhouse.—Greenville Country Club awarded contract to J. J. Harty & Co., Greenville, for erection of clubhouse recently mentioned; electric lights; cost \$5000; plans by J. J. Harty, Jr., Greenville.

Greenville, N. C.—Drug Store.—Dr. Moyer will convert D. W. Hardee brick building into drug store; metal ceiling; tile floor; fixtures; C. B. West, probable contractor. (See "Machinery Wanted.")

Hampton, Va.—Hospital.—Dixie Hospital contemplates erection of \$65,000 building; F. W. Darling, Albert Howe, Howard W. Saunders and others, committee.

Kansas City, Mo.—Business.—Charles A. Johnson will erect business building; three stories; 25x127 feet; brick and concrete; cost \$10,000.

Laurel, Miss.—Store, etc.—Jones & Palmer will erect two-story-and-basement building; 24x35 feet; store on first floor; photographic studio above; electric lighting. (Previously mentioned.)

Louisville, Ky.—Clubhouse.—Louisville Country Club has plans by McDonald & Dodd, Louisville, for proposed \$50,000 clubhouse; about 150x40 to 70 feet; wood frame; stucco; tile roof; steam heat; electric lighting; date of opening bids not settled.

Macon, Ga.—Stockade.—Bibb county will erect stockade, to cost \$10,000. Address County Commissioners.

Macon, Ga.—Store.—E. J. & P. D. Willingham has plans by Curran Ellis, Macon, for improvements to store building, including installation of plate-glass front.

Mexia, Texas.—Store.—J. Nussbaum & Co. awarded contract to C. J. Kauli for erection of two-story brick building recently mentioned; ordinary construction; 57 1/2x115 feet; electric lighting; hand elevator; cost \$15,000; plans by contractor.

Monroe, La.—Sanitarium.—Monroe Sanitarium and Training School for Nurses has reorganized with R. W. O'Donnell president; will erect additional ward building in rear of present structure; two stories; will make improvements to other wards and install additional equipment.

Norfolk, Va.—Parish-house.—St. Paul's Episcopal Church has plans by Ferguson & Calrow, Norfolk, for proposed parish-house to cost \$15,000.

Norfolk, Va.—Stable.—W. W. Old awarded contract to W. H. Saunders, Norfolk, to erect stable to replace burned structure; cost \$5000.

Norfolk, Va.—Lodge.—M. L. Hofheimer will erect lodge hall; two stories; brick; cost \$9000.

Palacios, Texas.—Business.—D. D. Rittenhouse will erect brick business building.

Piggott, Ark.—Business.—A. & S. Bertig Company will erect business building; stone; 50-foot frontage.

Pinetta, Fla.—Business.—W. H. E. Terry awarded contract to Lawson & Boyd, Valdosta, Ga., to erect business building; brick; 50x50 feet; two stories.

Richmond, Va.—Business.—W. J. Gilman will erect two-story brick business building; cost \$6000.

Richmond, Va.—Lodge.—Virginia Knights of Pythias has plans by Carneal & Johnston, Richmond, for proposed Hines Memorial building; fireproof construction; stone, brick and steel; elevator; 140x40 feet; Rev. John Hallowell Dickenson, D. C. Richardson, Ben A. Ruffin and others, building committee.

Richmond, Va.—Store.—Charles A. Labenberg, E. Raab, Edward Whitlock and Philip Whitlock have plans by W. C. West, Richmond, for four proposed store buildings; four stories and basement; buff-brick facings; passenger and freight elevators; electric wiring; contract for excavation awarded to J. I. Smith & Co., Richmond.

St. Louis, Mo.—Business.—D. A. Sanguinet will erect business building.

St. Louis, Mo.—Store and Apartment.—Emma Slattery will erect store and apartment building; two stories; cost \$12,900.

Tampa, Fla.—Business.—Solon B. Turman will erect brick business block.

Tampa, Fla.—Business.—L. L. Taylor will erect business building; five stories; brick; cost \$15,000.

Tampa, Fla.—Business.—Fielder & Mitchell awarded contract to Fisher & Bethea, Tampa, for erection of business building; cost \$7000; plans by Shaw & Jay, Tampa.

Temple, Texas.—Business.—W. S. Callaway will remodel business building; will erect additional story entire length of building; pressed brick and steel front.

Temple, Texas.—Store.—A. F. Bentley will erect addition to store building; two stories; cost \$5000.

Tulahoma, Okla.—Home.—Knights of Pythias are having plans prepared by C. K. Colley, Nashville, Tenn., for proposed auditorium and other buildings at Pythian home, Ovoca.

Yorkville, S. C.—Jail.—York county awarded contract to Sautters Structural Steel Co. for proposed improvements to jail; eight steel cells; steam heat; electric lighting; cost \$4100. C. F. Gordon, Rock Hill, S. C., may be addressed. (See "Machinery Wanted.")

Wheeling, W. Va.—Business.—H. E. Sands will erect two-story business building and remodel other buildings for store purposes.

MUNICIPAL BUILDINGS

Anacostia, D. C.—Station-house.—James M. Dunn, 1324 15th St. N. W., Washington, D. C., was lowest bidder, at \$16,365, for erection of Substation A, Nichols avenue and Chicago street.

Bryan, Texas.—City Hall, Opera-house.—City has plans by Jones & Tabor, Houston, Texas, for erection of city hall and opera-house; 50x160 feet.

Bryan, Texas.—Fire Station.—Plans have been completed for fire station; two-story structure, 34x50 feet, with ground floor of brick. Address The Mayor. (Recently mentioned.)

Hillsboro, Texas.—City Hall and Fire Station.—City has purchased site 100x200 feet, at \$4725, and will erect \$16,000 fire station and city hall. Address The Mayor. (City previously noted as issuing \$16,000 bonds.)

Jackson, Tenn.—City Hall.—City will vote June 30 on issuance of bonds for erection of city hall. Address The Mayor.

Memphis, Tenn.—Fire and Police Station.—City Council passed ordinance authorizing \$260,000 bond issue for erection of combined fire and police station. Address The Mayor.

Memphis, Tenn.—Hospital.—Bids will be received at office of Ennis M. Douglas, City Register, until July 8 for erection of two-story brick annex to Memphis City Hospital; drawings and specifications at office of A. A. Chighizola, architect, 636-38-40 Scimitar Building, Memphis; certified check, \$250; James H. Malone, Mayor.

Tulsa, Okla.—City Hall.—City will vote on issuance of \$100,000 of bonds for city hall. Address The Mayor.

RAILWAY STATIONS

Amarillo, Texas.—Atchison, Topeka & Santa Fe Railway, C. A. Morse, chief engineer, Topeka, Kans., will erect freight depot and restaurant at Amarillo; cost \$90,000.

Chattanooga, Tenn.—Chattanooga Station Co., Major W. Dunbar Jenkins, engineer in charge, Market St., is receiving proposals for erection of one-story vitrified-brick storehouse at railroad station; size 24x52 feet; refrigerator built in; cost \$2500 to \$4000; erection not definitely decided.

Crockett, Texas.—International & Great Northern Railroad, Thomas J. Freeman, general manager, Houston, Texas, will soon invite bids on erection of brick depot at Crockett; will erect freight warehouse in connection; cost between \$6000 and \$10,000. (Recently mentioned.)

Cypress, Texas.—Houston & Central Railroad, I. A. Cottingham, engineer maintenance way and abutment, Houston, Texas, will probably erect depot on townsite established by N. R. Marker, Tipton, Ind., between Cypress and Hockley.

Greer, S. C.—Southern Railway, D. W. Lum, chief engineer, Washington, D. C., awarded contract to J. E. McAllister, Gastonia, N. C., to build combined freight and passenger depot at Greer; brick; 25x160 feet; cost \$7000. (Recently mentioned.)

Dallas, Texas.—Houston & Texas Central Railroad, G. Radetzki, general superintendent, Houston, will erect freight depot at Dallas; fireproof; cost \$100,000.

Huntington, W. Va.—Chesapeake & Ohio Railway, F. I. Cabell, engineer maintenance of way, Richmond, Va., will erect passenger station to cost \$120,000.

Norfolk, Va.—Atlantic Coast Line Railroad Co. has purchased land and will erect sta-

tion building at Port Norfolk; E. B. Pleasants, chief engineer, Wilmington, N. C.

SCHOOLS

Agricultural College, Miss.—Agricultural and Mechanical College is having plans prepared for proposed fireproof chemical laboratory by R. H. Hunt, James Bldg., Chattanooga; cost \$80,000; details not decided.

Alexandria, La.—City awarded contract at \$46,689 to Caldwell Bros., Abbeville, La., for erection of proposed West End School.

Allapaha, Ga.—City has voted \$8000 of bonds to erect school. Address The Mayor.

Athens, Ga.—University of Georgia has plans by Ludlow & Peabody, New York, for proposed gymnasium and Y. M. C. A. building.

Beaumont, Texas.—Lodge.—Beaumont Lodge of Elks has plans by W. F. Steinman, Beaumont, for lodge building previously noted; six stories; steel; fireproof construction; roof garden; cost \$100,000.

Bertram, Texas.—Board of Trustees received bids until June 24 for erection of two-story brick school; certified check for \$250, payable to A. J. Ater, president Board of Trustees; plans and specifications on file at offices of George A. Endress, architect, Bosch Bldg., Austin, Texas, or L. D. Ater, Bertram.

Birmingham, Ala.—City awarded contract at \$21,100 to E. M. Lisle Company, Birmingham, to erect 12-room addition to Samuel Ullman School; to John Wright & Co., Birmingham, at \$200 for plumbing; to M. T. Stratford, Birmingham, at \$232 for wiring; plans by Mill & Martin, Birmingham, call for structure two stories and basement; brick; reinforced concrete halls and stairs; mechanical system hot-air heat; gas and electric lighting; ventilator system. (Recently mentioned.)

Birmingham, Ala.—City awarded contract at \$28,586 to E. M. Lisle Company, Birmingham, for addition to Alberto Martin School, recently mentioned; 22 rooms.

Birmingham, Ala.—City awarded contract at \$31,000 to Birmingham Building & Improvement Co., Birmingham, for erection of addition to South Highlands school (recently noted), and at \$2798 to Hayden Plumbing Co., Birmingham, for plumbing; plans call for two wings, one on either side; 20 rooms.

Boswell, Texas.—City has voted bonds to erect school. Address The Mayor.

Boswell, Okla.—City voted \$30,000 of bonds to erect brick-and-stone school. Address The Mayor.

Bowersville, Ga.—City awarded contract to Fleming & Bowers for erection of \$10,000 school building recently mentioned; plans by Sayre & Baldwin, Anderson, S. C.; structure 65x75 feet; six classrooms and auditorium; steam heat (contract not let); gas lighting; S. A. Verne, clerk.

Bowling Green, Ky.—Nazareth Sisters will erect convent and school, to cost \$30,000.

Brinkley, Ark.—Bids were received until June 24 for erection of two-story brick-veneered school for C. W. R. Academy; certified check upon solvent bank payable to J. W. Brooks, secretary; plans and specifications on file at offices of Gerald Utley, architect, Greenlee Bldg., Brinkley, or of J. W. Brooks, Lock Box 466, Brinkley. (Recently noted.)

Cameron, Texas.—R. L. Tyson, secretary School Board, will receive sealed bids until June 30 for erection of addition to school; two stories; brick; cost \$10,000.

Charleston, W. Va.—Beckley Institute awarded contract to Wolf & Ewing, Indianapolis, Ind., for school; stone veneered; two stories and basement; heating plant; cost \$15,000.

Chattanooga, Tenn.—Hamilton County Board of Education, J. A. Hargraves, chairman, care Prof. J. B. Brown, superintendent County Courthouse, Chattanooga, will receive bids until June 25 for the erection of \$2500 two-room brick grammar school at Oak Hill (suburb), and \$2500 two-room brick grammar-school building at Mountain Creek (suburb); separate bids for heating; certified check for \$150, payable to J. A. Hargraves; plans and specifications on file at office of Adams & Alsop, James Bldg., Chattanooga.

Cleveland, Tenn.—Bradley County Court, J. R. Brown, chairman, offers \$100,000 and free site of 21 acres to State for normal school; State will build three normal schools, one for each State division; locations not decided.

Coffeeville, Miss.—City awarded contract to Rubush & Dabbs, Meridian, Miss., for erection of school building recently mentioned; plans by P. J. Krouse, Meridian; hot-air heat (plant purchased); cost \$450. W. A. Morrison, clerk. (See "Machinery Wanted.")

Columbia, S. C.—City will erect \$8000 school in New Brookland. Address The Mayor.

Comanche, Okla.—City has voted \$25,000 of bonds and awarded contract to T. J. Quitt, Comanche, for erection of school; one story and basement; steam heat.

Corpus Christi, Texas.—City has voted \$75,000 of bonds to erect school. Address The Mayor. (Mentioned in May.)

Corrigan, Texas.—Bids will be received until June 30 for erection of school; two stories; brick; plans by F. S. Glover & Son, Houston, Texas.

Dallas, Texas.—City awarded contract, at \$16,389, to Hewitt Contract Co., Dallas, for erection of six-room addition to Crockett School.

Dallas, Texas.—Board of Education will receive bids until June 28 for erection of school at Oak Lawn; certified check for \$500, payable to Albert S. Jackson, president Board of Education; plans and specifications on file at office of Hubbell & Greene, architects, 507-508 North Texas Bldg., Dallas; C. M. Moore, secretary.

Denham Springs, La.—City awarded contract to Sidney Egnew, Hammond, La., for erection of school; cost \$7500.

Dunlap, Tenn.—School Board contemplates erection of \$10,000 brick school building; architect not selected. Address The Mayor.

Elberton, Ga.—City awarded contract at \$29,700 to George A. Clayton, Atlanta, Ga., to erect school building after plans by J. H. Leitner, Wilmington, N. C.; ordinary construction; hot-air heat; electric lighting; contract for heating apparatus awarded to Moncrief Furnace Co., Atlanta, Ga., at \$2317, and for plumbing to John C. Reese, Elberton, at \$1110.

Eutaw, Ala.—City has voted \$12,000 of bonds to erect schools. Address The Mayor.

Farmington, Mo.—City has voted \$50,000 of bonds to erect high school. Address The Mayor.

Fort Bliss, Texas.—El Paso Military Institute, Capt. Thomas A. Davis, superintendent, had plans prepared by Trost & Trost, El Paso, for dormitory, with gymnasium and swimming pool in basement; three-story structure; brick, plaster covered; size 96x35 feet; ordinary construction; steam heat; electric lighting; cost \$18,000, exclusive of furnishings; bids to be opened in about two weeks. (Recently noted under El Paso.)

Franklin, N. C.—Dr. S. H. Lyle, chairman trustees, had plans prepared by Sayre & Baldwin, Anderson, S. C., for \$12,000 school building recently mentioned; size 58x98 feet; eight classrooms, auditorium, library, etc.; steam heat; gas lighting; bids to be opened within a few weeks.

Heath, Ky.—McCracken County Commissioners will shortly receive bids for erection of county high school; marblecrete.

Henning, Tenn.—City will vote July 9 on \$15,000 bond issue to erect school. Address The Mayor. (Mentioned in April.)

Houston Heights, Texas.—City adopted plans by R. D. Steele, Houston, Texas, for proposed addition to Harvard school; two stories; four rooms.

Hymus, S. C.—School Commissioners will receive bids for labor only until July 3 for school building; 11 rooms; two stories; 57x61 feet; ordinary construction; stoves; cost \$4000; plans and specifications on deposit of check for \$10, returnable on return of plans; plans and specifications by E. J. & W. K. Dunne, Sumter, S. C.

Knoxville, Tenn.—City has appropriated \$10,000 for erection of negro school in Fifth ward; John W. Flenniken, chairman Board of Public Works.

Lafayette, La.—Building committee, Southwestern Industrial School, has appointed A. E. Mouton, Lafayette, to superintend construction of \$17,500 arts and crafts building and other improvements, including steam heat installation, \$2000; improvements to young men's dormitory, \$1500, and barn, \$1500; plans by Favrot & Livaudais, New Orleans, La. (Previously noted.)

Laurinburg, N. C.—City will erect school; plans by Wheeler, Gaillinger & Stern, Charlotte, N. C.; D. K. McKee, chairman.

Lenox, Tenn.—City awarded contract to Olsen & Lesh, Lenox, for erection of school recently mentioned; two stories and basement; brick; cost \$50,000; plans by John Galsford, Memphis, Tenn.

Lexington, Ky.—State University awarded contract to Combs Lumber & Manufacturing Co., Lexington, for erection of mining building and I. to chemistry building; plans by Anderson & Frankel, Lexington; ordinary brick construction; direct steam heat; cost \$10,000. (Recently mentioned.)

Lillian, Texas.—S. P. Brickley & Son, Prairie Bldg., Dallas, Texas, prepared plans

for \$10,000 school building at Lillian. (Architect's address recently incorrectly noted.)

Logan, W. Va.—Charles S. Avis, secretary Board of Education, will award contract July 10 for addition to school; plans and specifications on file after July 1.

Louisville, Ky.—City is planning erection of \$40,000 school to replace Overhill street school. Address The Mayor.

Louisville, Ky.—Roman Catholic Church, Bishop William Grove McCloskey, representative, contemplates erection of school.

Lynchburg, Va.—Randolph-Macon Woman's College awarded contract to Pettyjohn & Co., Lynchburg, for erection of gymnasium building; 100x50 feet; two stories; full construction; steam heat; electric lights; cost \$30,000; plans by Frye & Chesterman, Lynchburg.

Madisonville, Ky.—City has voted \$12,500 bonds to erect high school. Address The Mayor.

Mangum, Okla.—Board of Education awarded contract to L. F. Lee, 5 West 3d St., Oklahoma City, Okla., for erection of high-school building; brick; steam blast fan system heating; electric lighting; cost \$78,000; plans by Layton, Smith & Hawk, Oklahoma City, Okla. (Bond issue of \$30,000 previously mentioned.)

Marlin, Texas.—City has accepted plans for proposed auditorium to school; 60x80 feet. Address The Mayor.

Melissa, Texas.—City has voted \$10,000 of bonds to erect brick school. Address The Mayor.

Memphis, Tenn.—City will issue \$100,000 of bonds to establish normal school. Address The Mayor.

Montgomery, Ala.—City awarded contract at \$103,000 to Algernon Blair, Montgomery, for erection of proposed school; four stories; brick; galvanized cornices; plans by Frank Lockwood, Montgomery.

Montgomery, Ala.—Board of Education, B. J. Baldwin, president, awarded contract to Algernon Blair, Montgomery, for erection of high-school building recently mentioned; plans by Frank Lockwood, Montgomery; steam blast heating and ventilation contract let to Peck-Hammond Company, Cincinnati, Ohio; four-story structure; pressed brick and stone; 31 classrooms, auditorium, gymnasium, etc.; laboratories; automatic alarm clock; cost \$103,000; completion in one year.

Nashville, Tenn.—Trustees Vanderbilt University contemplate erection of \$100,000 building for biblical department.

Newport News, Va.—Board of Aldermen passed ordinance appropriating \$10,000 to purchase site and erect school in Second ward. Address The Mayor.

Oxford, Miss.—H. N. Austin (not H. N. Smith) is architect for University of Mississippi building lately detailed; D. M. Kimbrough, chairman building committee, will open bids August 2; appropriation, \$50,000; other details lately reported.

Parkersburg, W. Va.—Board of Education will receive bids until June 25 for erection of addition to Neal School; plans and specifications by D. W. Daley, Parkersburg, on file in Board of Education Room, Carnegie Library Bldg.; R. J. A. Borenman, president; George D. Heaton, secretary; four-room addition to Emerson school, and addition of four rooms to 10-room brick building also in contemplation; cost of improvements decided on, \$10,000; contemplated, \$30,000.

Phelan, Miss.—City had plans prepared by Mr. Millard, West Point, Miss., for school building recently mentioned; two stories; brick; 60x60 feet; semi-fireproof; cost \$5000; contract not awarded; E. E. Petty, Town Clerk.

Plainview, Texas.—Bids will be received by Glenn Bros., architects, Hugo and Sayre, Okla., until June 25 for erection of two-story and basement school, to cost \$27,000; certified check for \$500; plans and specifications on file at office of Glenn Bros., Hugo and Sayre, Okla., and of Ausley Realty Co., Plainview, or can be had on deposit of \$25. (See "Machinery Wanted.")

Pleasanton, Texas.—City has voted \$12,000 of bonds to erect red sandstone school. Address The Mayor. (Recently noted.)

Newnan, Ga.—City awarded contract to R. D. Cole Manufacturing Co., Newnan, for erection of proposed eight-room brick school building; steam heat; electric lighting; cost \$18,000; plans by Haralson Bleckley, Atlanta.

Richmond, Va.—City will erect school in Westhampton; frame; half stuccoed; cost \$7000. Address The Mayor.

Ripley, Tenn.—City will vote June 13 on \$15,000 bond issue for school improvements. Address The Mayor.

Rockwall, Texas.—Common School District No. 2 voted bond issue for erection of school

building in Rockwall; stone and brick; structure two stories and basement; steam heat; contract to be let when bonds are sold.

Rogersville, Ala.—J. S. Mackie and W. J. McMurray interested in erection of school; to cost \$3000.

Roscoe, Texas.—City has voted special tax for school improvements. Address The Mayor.

Salem, Va.—Roanoke College will erect mess hall, or commons, to cost \$13,000.

San Angelo, Texas.—R. A. Hughes, San Angelo, is lowest bidder at \$25,300 for construction of two proposed schools.

Sparta, Tenn.—City will erect high-school building recently mentioned; plans by Round & Dickie, Nashville, Tenn., to be ready July 1; brick-and-stone structure; hot-water heat; cost \$12,000; correspondence with contractors desired; J. R. Tubb, Mayor.

Starkville, Miss.—Agricultural and Mechanical College of Mississippi is having plans prepared by R. H. Hunt, Chattanooga, Tenn., for clinical laboratory; fireproof; cost \$60,000.

Teague, Texas.—Board of Trustees awarded contracts for three schools recently noted, as follows: High school, to D. B. Martin, Teague, at \$19,485 for construction and \$1630 for plumbing and heating of same; ward school, at Teague Heights, to B. Y. Chambliss, Teague, at \$9157, and colored school to Stadler & Marshall, Teague, at \$3000; plans by C. H. Page, Austin, Texas.

Tishomingo, Okla.—State Board of Education awarded contract to McKay Construction Co., Muskogee, Okla., to erect Murray Agricultural College, recently mentioned; granite; fireproof construction; 50 feet 8 inches by 80 feet 8 inches; steam heat; electric lights; cost \$22,000; plans by W. A. Etherton, Stillwater, Okla.

University, Ala.—University of Alabama will receive bids until August 15 for erection of academic building; three stories; pressed brick, with limestone trimmings; cost \$90,000; plans by Frank Lockwood, Montgomery, Ala.

Wabbaseka, Ark.—School Board will expend \$4000 to erect one-story school building; 60x52 feet; brick veneer; stone trimmings; slate roof; bids opened June 28; plans by J. M. Whitehead, 801 Southern Trust Bldg., Little Rock, Ark. (Recently incorrectly noted under "Wabaseka, Okla.")

Walterboro, S. C.—City will probably vote on \$20,000 bond issue to erect school. Address The Mayor.

Warner, Okla.—State Board of Education awarded contract to McKay Construction Co., Muskogee, for erection of Connors Agricultural College, recently noted; cost \$22,000.

Washington, D. C.—Howard University, Sixth St. and Howard Pl. N.W., has plans by J. H. De Sibour, 1135 Broadway, New York, for science hall; 125x50 feet; cost \$80,000.

Weston, W. Va.—City defeated \$70,000 bond issue to erect three schools recently noted. Address The Mayor.

Willarton, Okla.—State Board of Public Affairs is having plans prepared by Howe & Hoyt, Kansas City, Mo., for two buildings for State School of Mines; cost \$115,000.

THEATERS

Baltimore, Md.—Nich Vito, 626 North Chester St., awarded contract to Rodgers & McCall, 21 East Saratoga St., Baltimore, for moving-picture theater at 624 and 626 North Chester St.; 28x90 feet; brick foundation; one story; slag roof; steam heat; cost \$3000; plans by Clarence E. Anderson, 632 Law Bldg., Baltimore.

Baltimore, Md.—Geo. E. Ruppel, 1811 West Baltimore St., will not erect theater. (Recently incorrectly reported.)

Beaumont, Texas.—Lyric Theater Co. will increase capital stock from \$8000 to \$16,000 and erect theater; plans being prepared.

Conway, Ark.—Lyric Amusement Co. has contracted with Charles Jones to erect theater.

Conway, Ark.—W. N. Owen of Electric Theater will erect airdome seating 600; construction begun.

WAREHOUSES

Chester, S. C.—Henry H. Starbuck will erect warehouse; brick; warehouse to be under management of Joseph & Wylie, Chester.

Crockett, Texas.—International & Great Northern Railroad, Thomas J. Freeman, general manager, Houston, Texas, will erect freight warehouse. (See "Railway Stations.")

Dallas, Texas.—Houston & Texas Central Railroad, G. Radetzki, general superintendent, Houston, will erect warehouse.

Kansas City, Mo.—Wells-Fargo Express Co.

has plans completed for proposed four-story storehouse for equipment used in central department; cost \$150,000; R. A. Wells, manager central department.

Little Rock, Ark.—J. R. Vinson will erect warehouse at Collins and Markham streets; reinforced concrete; 140x100 feet; George R. Fair, Little Rock, contractor; warehouse to be occupied by Karcher Candy Co.

Maysville, Ky.—Limestone Warehouse Co. incorporated; will erect tobacco warehouse and manufacturing plant, 150x255 feet, to be occupied by J. P. Taylor Company, Henderson, N. C.; Louisville & Nashville Railroad will construct switch 1100 feet long.

Memphis, Tenn.—Fischer Lime & Cement Co., W. W. Fischer, president, will erect warehouse; 125x400 feet; cost \$75,000.

Norfolk, Va.—Whitcomb Realty Corporation will erect wholesale dry goods and notion storage building to cost \$12,000; J. H. Pierce will superintend construction.

Penn City, P. O. Houston, Texas.—Home Securities Co. has arranged for construction of warehouse to handle 1,000,000 bales of cotton annually; offices in Scanlon Bldg., Houston; consulting engineer, C. A. Chapman, Marquette Bldg., Chicago.

Selma, Ala.—Gulf Compress Co. awarded contract to Thomas E. Purvis of Selma to erect warehouse and cotton compress buildings. (Recently noted.)

Sheffield, Ala.—St. Louis & Tennessee River Packet Co. and J. T. Reed will erect wharf and warehouse.

Temple, Texas.—A. B. Crouch Grain Co. will erect several grain storage warehouses. (See "Miscellaneous Enterprises.")

RAILROAD CONSTRUCTION

RAILWAYS

Altus, Okla.—An officer of the Altus, Roswell & El Paso Railway is quoted as saying that 130 miles of grading have been completed on the proposed line from Altus to Roswell, N. M., 325 miles. More grading contracts are to be let soon. Tracklaying will begin by July 15 from Altus west 40 miles, excepting where seven bridges and some drains are to be put in. Bridges are built at Butler Creek and Salt Fork of Red River.

Arcadia, Va.—The McHenry Lumber Co. of Arcadia is reported building a railroad into timber lands.

Atoka, Okla.—C. G. Jones of Oklahoma City and two others, representing Atoka and Hugo, respectively, have been appointed by the chambers of commerce of the three places to request the Missouri, Kansas & Texas Railway to build the contemplated line to connect them. It would be 41 miles long.

Big Stone Gap, Va.—A movement is under way to build an electric railway connecting Big Stone Gap, Jonesville, Stonegap, Morton and other points. W. G. Coutts of Big Stone Gap can probably give information.

Carrizo Springs, Texas.—Reported that promoters are working on a plan to build a railroad from Gardendale, on the International & Great Northern Railroad, to Carrizo Springs, about 34 miles. The Mayor of Carrizo Springs may be able to give information.

Charleston, W. Va.—The Interstate Interurban Railway Co. of Waynesburg, Pa., has been chartered to build an electric line in West Virginia and Pennsylvania; capital \$8400. The incorporators are W. J. Sheldon, McKeesport, Pa.; J. C. Sheldon, Buffalo, N. Y.; T. H. Shannon, R. B. Blair and R. B. Chaleroi of Waynesburg.

Chattanooga, Tenn.—The Manufacturers' Record is informed that the Mountain Railway Co., recently incorporated, is having surveys and plans prepared by the Cushman-Fairleigh Engineering Co., James Bldg., Chattanooga, for an inclined railway from Mountain Junction to a point near the Lookout Mountain House. Address, care of D. J. Duncan, Lookout Mountain, Tenn.

Center, Texas.—The Texas & Gulf Railway (Santa Fe system) is reported to have completed its extension from Center to Zuber, Texas, 21 miles. Survey is being made for another extension from Longview toward the Red River. C. F. W. Felt is chief engineer of the Santa Fe at Galveston, Texas.

Clarksville, Ark.—James K. Gaarhart, 131 Wyoming Ave., Scranton, Pa., informs the Manufacturers' Record that the Pennsylvania Anthracite Railway Co. of Arkansas is to build a line about four miles long to connect the mines of the Pennsylvania Anthracite Coal Co. with the St. Louis, Iron Mountain & Southern Railway.

Cleveland, Texas.—The Houston, Fostoria & Northern Railroad is reported finished

from Midline to Cold Springs, 23 miles, and will be operated July 1. From Cold Springs toward Elmina, 25 miles are under construction. G. R. Wansbrough is general manager at Houston, Texas.

Covington, Ga.—Official: The report that the Oxford & Covington Street Railway Co. had been granted a franchise for five years refers to an existing corporation, and no new track is to be built.

Derma, Miss.—The Derma, Pittsboro & Calhoun County Railroad Co. has been chartered to build a line from Derma, on the Okolona branch of the Southern Railway, to Pittsboro, about 10 miles northward. J. C. Kincannon of Tupelo, S. H. Lawrence and J. A. Harrison of Derma and others are interested.

Ensley, Ala.—Reported that franchise has been extended for the Tidewater Development Co. to build its electric railway through Ensley. J. M. Dewberry of Birmingham is president.

Farmville, Va.—R. T. Hubbard is president and R. J. Brock secretary of a new company which contemplates building a railroad known as the Orange & Keysville line. Address, Farmville, Va.

Fincastle, Va.—An officer of the Catawba Coal & Iron Co. writes the Manufacturers' Record that the company will build about nine miles of railroad in the near future, but the route is not yet located. C. E. Willis is vice-president and general manager at Fincastle.

Fincastle, Va.—A letter to the Manufacturers' Record says that the proposed railroad of the Catawba Coal & Iron Co. of Fincastle may be constructed from Cloverdale. It will be about nine miles long.

Fort Worth, Texas.—Charles Dickinson has announced that he proposes to build a railroad from Fort Worth to Albuquerque, N. M., and \$100,000 bonus is reported already subscribed. Among others interested are William Capps, T. T. D. Andrews and Geo. T. Reynolds.

Franklin, La.—The proposed extension of the Franklin & Abbeville Railroad will, it is stated, be from David's Switch, in Iberia Parish, northwest to Youngsville, in Lafayette Parish, and thence to the Hunter Canal pumping station plant, in Vermillion. Right of way is being secured. W. Y. Kemper is chief engineer at Franklin, La.

Harlingen, Texas.—L. C. Hill of Harlingen will, it is reported, build a railroad from Port Isabel via Harlingen to Santa Marie, about 35 miles, traversing his sugar plantation, and that construction will begin within 60 days.

Hiwancee, Miss.—The Hiwancee & Tombigbee Railroad is reported to have completed 10 miles of line out of Hiwancee, in Wayne county. F. R. Seeley of Shubuta, Miss., is general manager, as he is of the Shubuta & Southwestern.

Kansas City, Mo.—An official letter to the Manufacturers' Record denies the report that the Missouri Pacific Railway contemplates building passing tracks between Kansas City and Omaha.

Lafayette, La.—The Southern Pacific Railway is reported to have completed 49 miles on its line between Lafayette and Baton Rouge, leaving nine miles to be finished, all of which will be through the Atchafalaya Swamp, where a roadbed is now being slowly constructed. Expected that line will not be done for six months. Steel work is under way on the Atchafalaya bridge.

Lawton, Okla.—President J. M. Bellamy of the Lawton, Wichita Falls & Northwestern Railway Co. has asked a cash bonus of \$30,000 from the Lawton Chamber of Commerce to have the line built between the Red River and Lawton by February 1 next.

Lexington, Ky.—Contract for grading the Nicholasville extension of the Lexington & Interurban Railway is reported let to W. J. Oliver of Knoxville, Tenn., and the work is to be completed by November 15. An officer of the company, in a letter to the Manufacturers' Record, denies the report that an extension from Nicholasville to Richmond, Ky., is contemplated.

Louisville, Ky.—An official report to the Manufacturers' Record says that 5 per cent. receiver's certificates are authorized to the amount of \$337,623.57 for completing the extension of the Louisville & Eastern Railroad from a point three miles east of Louisville to Shelbyville, Ky., 22 miles. J. B. Walker is engineer. Date not fixed for opening bids for construction, specifications not being complete. Henry Glover is receiver, 518 Paul Jones Bldg., Louisville, Ky.

Luray, Va.—An officer of the Norfolk & Western Railway writes the Manufacturers' Record denying the report that the company

contemplated building a loop line around Luray.

Memphis, Tenn.—Financing is reported arranged and construction is to begin July 1 on the new union station terminal. Albert W. Biggs is president of the Memphis Terminal Co.

Meridian, Miss.—A. H. Longino of Jackson, Miss., is reported as saying that a Philadelphia firm has contracted to finance the entire line of the Mississippi River Western Railroad from Meridian to Natchez, Miss., about 150 miles, provided that the railroad company furnish rights of way, franchises and location surveys under the supervision of an engineer representing the banking-house. W. Carnell of Lake, Miss., is president, J. W. Hudson is vice-president and C. P. Schofield is secretary at Hazlehurst, Miss. Subscriptions are being solicited from Natchez and other places.

Morehead, Ky.—The Morehead & North Fork Railroad has, it is reported, completed its standard-gauge line from Morehead to Loveland, Ky.

Narrows, Va.—W. O. Lipscomb of Roanoke, Va., has, according to a letter received by the Manufacturers' Record, been awarded a contract for eight and one-half miles of work on the New River, Holston & Western Railroad in Wise county, Virginia. A press report says that the proposed extension is from Day to Rocky Gap. F. E. Bastian is manager of the railroad at Narrows, Va.

Nashville, Tenn.—The Nashville Interurban Railway Co. has filed an amendment to its charter and proposes to build from Franklin to Mount Pleasant, Tenn., 40 miles. H. H. Mayberry is vice-president at Nashville, Tenn.

Nashville, Tenn.—An officer of the Tennessee Central Railroad informs the Manufacturers' Record that the proposition to build a branch from some point on the Eastern Division to develop coal lands, also to build a passenger station at Nashville, have not been seriously considered. This refers to a recent press report.

Nashville, Ark.—C. C. Henderson, general manager of the Memphis, Paris & Gulf Railroad, is reported as saying that survey is being made for an extension from Murfreesboro via Graysonia and Arkadelphia to Little Rock. An extension from Murfreesboro to Hot Springs via either Amity or Glenwood is also contemplated.

New Iberia, La.—A bonus of \$80,000 is reported voted at New Iberia for the New Iberia, St. Martins & Northern Railroad. F. M. Welch of New Iberia, La., is president.

Oklahoma City, Okla.—The Oklahoma City Junction Railway Co., capital \$100,000, has been chartered to build a belt line and terminal facilities for the proposed packing plant of Nelson Morris & Co. of Chicago. The directors include Thomas E. Wilson, vice-president of the firm; C. M. McFarlane and E. F. Bisbee, all of Chicago; Dennis T. Flynn and C. B. Ames of Oklahoma City.

Paintsville, Ky.—The Manufacturers' Record is officially informed that the Rockcastle Lumber Co., a branch of the Tug River Lumber Co. of Bristol, Tenn., is building 13 miles of narrow-gauge railroad from Meek, Ky., into timber land on Rockcastle Creek. Ten miles of grade are finished and two or three miles of 52-pound rails laid. Road to be ready for operation by August 1. C. L. Ritter of Huntington, W. Va., is president.

Pensacola, Fla.—Richard Tills of Montgomery has, it is reported, offered to contribute \$250,000 to build a railroad from Pensacola to Andalusia, 70 miles, provided an equal amount is raised at Pensacola for this connection with the Central of Georgia Railway. C. A. O'Neal of Andalusia, J. R. McCain, W. K. Hyer, W. A. Blount, F. C. Brent and W. H. Knowles, all of Pensacola, are reported interested.

Perryville, Ark.—The Valley Railroad Co. has been chartered with \$14,000 subscribed capital and \$100,000 authorized to build a line seven miles long from a point near Houston to Perryville. The incorporators are W. F. Biggs, John L. Hill, S. M. Taylor, Ben Bingham, A. F. Lee, Frank C. Faust and J. J. Rankin, all of Perry county.

Petersburg, W. Va.—The Hampshire Southern Railroad Co., which is building a line from Petersburg to Romney and Moorfield, has elected officers as follows: W. B. Cornwell, president; Eugene A. Alles, secretary and treasurer; William Trapnell, chief engineer; John J. Cornwell, general attorney.

Pine Bluff, Ark.—The Board of Trade proposes to raise \$30,000 to secure the proposed railroad connections via the Anderson & S. line River Railway to a point on the Rock Island System. About 16 or 17 miles of line will have to be built to reach Pine Bluff. J. F. Rutherford is president of the Pine Bluff

Lumber Co. (which owns the road, and he is quoted as being willing to build the extension desired for the above bonus.

Providence, Ky.—The Kentucky Electric Railway Co., capital \$10,000, has been incorporated to build an electric and steam railroad from Providence, in Webster county, to Dawson Springs, in Hopkins county. Construction is to begin immediately. The incorporators are B. H. Romey, Providence, Ky.; Ben Sisk, Silent Run, Ky.; J. T. Edwards, S. Hicks, W. G. Romey, M. E. Edwards and M. S. Romey, all of Providence.

Provident City, Texas.—President Carey Shaw of the Provident Railway Right of Way Co. confirms the report that the company has been chartered, and says survey will begin this week for the proposed line from either El Campo or Glen Flora to either Hallettsville or Yoakum. The road will be about 60 miles long. Those interested besides Mr. Shaw are French Simpson, Hallettsville, Texas; Frank J. Hardy, El Campo, Texas; E. W. Townes, Houston, Texas; Lewis H. Scurlock, Kansas City, Mo., and other Kansas City capitalists.

San Angelo, Texas.—A mass-meeting has decided to accept the proposition of J. J. Lanin, representing the Northern Construction Co. of North Hampton, Iowa, to build a railroad from San Angelo to Sterling City, Texas, for a bonus of \$40,000 and free right of way. Preliminary work is to begin within 60 days.

Shaw, Miss.—J. C. Walker of Shaw informs the Manufacturers' Record that he has secured charter for the proposed Shaw & Southwestern Railway, capital \$50,000, which may be increased. Besides himself the incorporators are L. G. Dean, planter; J. P. Sharp, secretary-treasurer of the Bolivar Cotton Co.; W. M. Block, Jr., and Dr. T. M. Berry of Shaw, Miss. Practically all the right of way is pledged for the proposed line, which will run from Shaw via Busey to Greenville. Connection will be made at Busey with the Southern Railway. Funds are reported assured to build.

Shawnee, Okla.—An official is reported as saying that the Shawnee Electric Railway Co. will probably be ready within two months to begin construction of its line from Shawnee to Oklahoma City, 3½ miles, via Dale, McLoud, Harrah and Choctaw City. C. T. Edwards is president, A. Hargrave vice-president and general manager, R. E. Pugh secretary and treasurer.

Stephenville, Texas.—Officers of the Stephenville North & South Texas Railroad are reported investigating for a route to extend from Hamilton southward to Llano and other points. B. C. Cage of Stephenville, Texas, is president.

Vilonia, Ark.—J. N. Simpson and Gus Bush of Vilonia are reported working on a plan to build an electric railway from Conway to Vilonia, 14 miles, and thence to Beebe, Ark.

Woodward, Okla.—The Gulf & Northwestern Railway Co., according to a report quoting an officer, will let contract in about two months to begin construction on its line from Goodland, Kans., on the Rock Island system, to Sharon Springs, Tribune, Syracuse and Liberal, Kans.; Woodward and Oklahoma City, Okla., and Denison, Texas. J. B. Dyatt is president and R. B. Ketchum chief engineer, both at Goodland, Kans. Other incorporators are John A. Keeran and J. F. Kimmel, Goodland, Kans.; C. C. Evans, Colby, Kans.; J. W. Tibbles, Dresden, Kans.; James A. Sprague, Selden, Kans.

STREET RAILWAYS

Charlotte, N. C.—The Charlotte Consolidated Construction Co. has secured rights of way and proposes to make some changes in its line.

Chattanooga, Tenn.—Extensive improvements are reported contemplated by the Chattanooga Electric Co. to its roadbed and electrical equipment; M. S. Hopkins is vice-president.

El Reno, Okla.—The El Reno & Oklahoma City Interurban is reported to have completed several miles of line in El Reno and will shortly establish regular service. J. W. Maney and others are interested.

Fort Worth, Texas.—The Northern Texas Traction Co. has been granted a franchise to extend the Evans avenue line about one mile, and also to make another short extension.

Fort Worth, Texas.—The Northern Texas Traction Co. is reported making preparations to build an extension of about one mile to Riverside; H. T. Edgar is general manager.

Jonesboro, Ark.—Reported that application has been made to the City Council by Mr. Hatcher for a street-railway franchise. The Mayor may be able to give information.

Kansas City, Mo.—An ordinance has been

passed authorizing the Metropolitan Railway to build an extension of the Roanoke-street line.

Memphis, Tenn.—The Memphis Street Railway Co. is reported contemplating building an extension of the Central avenue or the Peabody avenue line.

Oklahoma City, Okla.—The Oklahoma Railway Co. proposes to build an extension to Packerstown; J. W. Shartel is general manager.

Yazoo City, Miss.—The Yazoo City Street Railway contemplates building one or two extensions.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Alfalfa Machinery, etc.—See "Meal Machinery."

Automobiles.—J. G. White, R. F. D. No. 2, Grover, N. C., wants catalogues and prices on automobiles for country roads.

Bank Fixtures.—See "Safe, etc."

Belting.—American Hosiery Mills, Kernersville, N. C., wants drive belt.

Boiler.—Jonathan Havens, Washington, N. C., wants 150-horse-power boiler.

Boiler.—J. G. White, R. F. D. No. 2, Grover, N. C., wants prices on 20 to 30-horse-power stationary return-tubular boiler, new or second-hand.

Boilers.—Baltimore (Md.) Board of Awards will open bids June 30 for furnishing boilers for high-pressure pumping plant of Board of Fire Commissioners. Specifications can be obtained at office of D. B. Banks, consulting engineer, Maryland Savings Bank Bldg., Baltimore; contractors to deposit with consulting engineer \$20 for each set of specifications obtained; each bid to be accompanied by certified check for \$500; P. W. Wilkinson, secretary Board of Fire Commissioners.

Boilers.—J. Harry Randall Company, architect and engineer, Campbell Bldg., Oklahoma City, Okla., wants catalogues and prices on boilers.

Bridge Construction.—Loudoun County Commissioners (T. E. Little, M. H. Whitmore and T. B. James), Leesburg, Va., will receive separate proposals until July 19 for construction of iron or concrete bridge spanning Tuscarora Creek, about one mile from Leesburg; require one span of 47 feet in clear; also for building two abutments of such dimensions and position as shown on plans; at same time bids will be received for construction of iron bridge across creek on road from Ashburn to Arcola, Va., in Broad Run District, seven miles from Ashburn; will require one span of 33 feet in clear; also for building two abutments of such dimensions and position as shown on plans and for furnishing sufficient number of steel sills for repairing of small bridge on same road.

Bridge Construction.—York County Commissioners, Clem E. Gordon, supervisor, Yorkville, S. C., will receive bids until July 6 for construction of bridge across Bullock's Creek at Barrett's Mill; plans and specification may be seen at bridge site just previous to letting; county will furnish lumber, but contractor must furnish nails and iron; contractor to enter into bond in double amount of bid.

Bridge Construction.—Board of Supervisors, Jno. S. King, clerk, Grenada, Miss., will receive bids until July 5 for construction of reinforced concrete bridge across Spring Lake, Slough District No. 4, and for construction of wooden bridge across Cane Creek, District No. 1; plans and specifications on file at office of clerk.

Bridge Construction.—J. H. Cook, Franklinton, N. C., or T. H. Crudup, Kittrell, N. C., will receive bids until July 7 for construction of bridge over Tar River between Kittrell and Franklinton; 390x12 feet, all wood or 230 feet wood and 100 feet steel.

Building Material and Supplies.—Carolina

Paper Pulp Co., Newbern, N. C., will want material and supplies for construction of new pulp and paper mill.

Building Materials.—Co-operative Publishing Syndicate, Palacios, Texas, wants names and addresses of firms handling building material (for two-story brick building).

Building Materials, etc.—J. Harry Randall Company, Campbell Bldg., Oklahoma City, Okla., wants prices, catalogues, etc., on all kinds of building materials and specialties of interest to architects and engineers.

Canning Machinery.—W. A. Johnson, Box 524, Hattiesburg, Miss., wants equipment for canning several thousand gallons of syrup.

Cars.—Reliable Foundry & Machine Co., Fort Madison, Iowa, wants number of cars; constructed of steel, rods, wire, etc.; for use on amusement-park machine.

Cars.—Wm. B. Michel, 140 Cedar St., New York, wants 40 four-yard two-way dump cars. Concrete Mixer and Engine.—Gyp Water Softener & Filter Co., 15 East Reno St., Oklahoma City, Okla., wants concrete mixer and engine; capacity, 25 cubic yards eight hours.

Cotton Machinery.—Albany Cotton Mills, Albany, Ga., will receive proposals until August 1 for cotton-mill equipment, including 10,800 spindles, 280 looms, 240-horse-power steam plant, etc.

Cotton Ties.—M. G. Sheppard, Southern Bagging Co., Box 171, Columbia, S. C., wants to correspond with manufacturers of cotton ties (Arrow).

Cranes.—Wm. B. Michel, 140 Cedar St., New York, wants one 3-ton and two 5 to 7½-ton locomotive cranes.

Crusher.—J. F. Donahoo Company, Birmingham, Ala., wants No. 6, 7 or 8 gyratory stone crusher.

Crushing Machinery.—S. J. Vann, Fort Payne, Ala., wants to correspond with manufacturers of machinery for crushing red ochre.

Dams, etc.—J. F. Reynolds, president Ferndale Club Lake, Pittsburg, Texas, will receive proposals until July 1 for construction of dam and wasteway at Ferndale Club Lake; approximate earthwork 8000 cubic yards and driving 250 feet of sheet piling; plans and specifications on file at office of president.

Drainage.—E. E. Colly, engineer, Chickasha, Okla., will award contract June 21 for construction of High Nine Drainage Ditch No. 1 in Grady county, requiring removal of 150,000 cubic yards of earth; maps, profiles and estimates giving full information on file in office of J. D. Lindsay, clerk Board of County Commissioners; bids to be by cubic yard, measured in excavation, to be deposited in embankment or levee alongside work, with haul limit of 500 feet.

Driers.—See "Grain-elevator Equipment."

Drill Press.—Stratton & Bragg Company, Petersburg, Va., wants second-hand radial drill press, 36, 42 or 48 inches.

Electric Lighting.—W. M. Moore, chairman Finance Committee, Cynthia, Ky., will receive bids until August 2 for lighting streets, alleys and other public places for 6 or 10 years, beginning April 1, 1910; 40 or more arc lights; also at same time bids for lighting an incandescent system requiring 90 or more 40-candle-power lights, under specifications adopted by ordinance now on file in City Clerk's office. For further information address W. W. Van Deren; bids will be received also for lighting as above stated for all dark nights as well as lights to burn all night every night.

Electric Light Plant.—W. F. Owen, Brandon, Miss., wants prices on 300-light electric-lighting plant.

Electric Machinery.—Ole Kravik, Jr., Marietta, Minn., wants one-half or 1-horse-power D. C. dynamo, 110 or 220 volts; also three motors of same type, one-sixteenth or one-eighth horse-power.

Electric Machinery.—T. R. Willard, Columbia Milling Co., Columbia, Va., wants 25 to 35-light electric dynamo; 110 volts; low speed; voltmeter and equipment complete.

Electrical Machinery.—J. Harry Randall Company, architect and engineer, Campbell Bldg., Oklahoma City, Okla., wants catalogues and prices on electrical appliances for water-works and electric and ice plants.

Elevator.—W. P. Sumner Company, Jacksonville, Fla., wants worm gear freight belt elevator; 2000 pounds capacity; second-hand.

Elevators.—Belk Bros., Charlotte, N. C., want prices on freight and passenger elevators.

Engine.—See "Concrete Mixer and Engine."

Engine.—Jonathan Havens, Washington, N. C., wants new or second-hand 125-horse-power Corliss engine.

Engine and Boiler.—Henry Vogt Machine

Co., 10th and Ormsby Sts., Louisville, Ky., wants new or second-hand engine and fire-box boiler; on wheels; for portable sawmill.

Engines.—Gyp Water Softener & Filter Co., 15 East Reno St., Oklahoma City, Okla., wants prices on two direct-connected steam Westinghouse engines.

Engines.—Greensboro Supply Co., Greensboro, N. C., wants second-hand 14x36-inch and 16x36-inch Corliss engines; dealer's price.

Engines.—J. F. Donahoo Company, Birmingham, Ala., wants two Corliss engines; 16, 18 or 20-inch cylinders.

Engines.—L. H. Hyer, Deming, New Mexico, wants catalogues of turbine engines.

Engines.—J. Harry Randall Company, architect and engineer, Campbell Bldg., Oklahoma City, Okla., wants catalogues and prices on engines.

Feather Manufacturers.—R. F. Smith, Golden Creek Stock Farm, Easley, S. C., wants to correspond with feather manufacturers.

Fil.—Board of Supervisors, Jno. S. King, clerk, Grenada, Miss., will receive bids until July 4 for fill on highway across Spring Lake Slough, District No. 4; plans and specifications on file at office of clerk.

Flooring.—Dr. Moye, Greenville, N. C., wants prices on 250 to 300 square feet tile flooring.

Furniture.—John E. Millard, Georgetown, Miss., wants prices on furniture for 10 rooms of 15-room hotel.

Gas Plant.—J. L. Alnutt, vice-president and general manager Sumter Gas & Light Co., Sumter, S. C., wants bids on complete gas plant.

Gas Plant.—J. H. Strous, care of Hartford-Garbutt Company, 301 Bay St. west, Savannah, Ga., wants to correspond with manufacturers of gas plants and with gas engineers relative to construction of gas plant of 18,000,000 to 20,000,000 cubic feet per month capacity.

Gas Producer.—Wm. Perry, manager Brenham Compress, Oil & Manufacturing Co., Brenham, Texas, wants information and prices on gas producer.

Gasoline Engine.—Greensboro Supply Co., Greensboro, N. C., wants second-hand gasoline engine from 18 to 30 horse-power; dealer's price.

Gasoline Engine.—See "Water-works."

Gasoline Engine.—S. R. Horne, Morrisville, N. C., wants data and prices on 15-horse-power gasoline engine.

Gasoline Engine.—Ole Kravik, Jr., Marlette, Minn., wants one-and-a-half or two-horse-power gasoline engine with governor.

Glass.—Glenn Bros., Hugo, Okla., want prices on art glass.

Grain-elevator Equipment.—Fort Worth Elevators Co., Fort Worth, Texas, wants prices on clippers, cleaners, separators, belting, shafting, driers, sacking machinery, motors, scales, etc.

Granite.—J. A. Daly, Nevada, Mo., wants light-gray granite for construction of United States postoffice, Fayetteville, Ark.

Grinding Machinery.—John J. Hetzel, Martinsburg, W. Va., wants machine to grind burned lime; to be operated by 16-horse-power Frick engine or 3½ gasoline engine.

Heating Plants.—Glenn Bros., Hugo, Okla., want prices on heating plants for church, school and business buildings.

Hydraulic Ram.—See "Tower and Tank, etc."

Jute Bagging.—M. G. Sheppard, Southern Bagging Co., Box 171, Columbia, S. C., wants to correspond with manufacturers of jute bagging.

Knitting Machinery.—A. S. Duke, Branchville, S. C., wants information and prices on automatic machinery for knitting full and half hose.

Knitting Machines.—S. R. Horne, Morrisville, N. C., wants data and prices on hosiery knitting machines.

Heating Plant.—Belk Bros., Charlotte, N. C., want prices on steam-heating plant.

Irrigating Machinery.—Riverside Plantation, Geo. P. Wildin, general manager, Victoria, Texas, will install irrigating plant; pumping capacity 3000 to 4000 gallons per minute.

Lighting Fixtures.—Glenn Bros., Hugo, Okla., want prices on electric-lighting fixtures.

Locomotive.—J. F. Donahoo Company, Birmingham, Ala., wants 42-ton standard-gauge geared locomotive (Climax preferred, air-equipped).

Levee Work.—Commissioners Carden Bottom Levee District No. 2, Dardanelle, Ark., will receive sealed proposals in duplicate

until July 20 for construction of 100,000 cubic yards of levee embankment and 600 linear feet of reinforced concrete culvert work; all concrete work to be let to contractor; embankment work to be subdivided in sections from 1000 cubic yards to 60,000 cubic yards, to suit contractor; separate bids to be received on concrete and earth work; certified check 10 per cent. of amount of bid to accompany each bid; all work to be completed December 20, 1909; payments will be made on monthly estimates, with 15 per cent. retained; payment in cash or in levee bonds bearing 6 per cent.; Thomas Boles, chief engineer, Fort Smith, Ark.

Machine Tools.—H. H. Givan, manager O. K. Seed Planter Co., 100 South Commercial St., St. Louis, Mo., will open proposals July 1 for presses, saws and punches.

Machine Tools.—W. F. Owen, Brandon, Miss., wants prices on iron planer, about 24x60-inch stroke; 20x24-inch drill press, and emery stand.

Mastic Machinery.—J. Stanton Cottrell, Owensboro, Ky., wants to correspond with manufacturers of (asphaltic) mastic machinery.

Meal Machinery.—R. A. Nantz, McKenzie, Tenn., wants machine to manufacture meal from pea vines with peas in pod on dry hay.

Mining Machinery.—See "Mastic Machinery."

Monument Works.—Broad River Granite Co., Candler Bldg., Atlanta, Ga., wants to correspond with manufacturers of monuments.

Motors.—See "Grain-elevator Equipment."

Paving.—Town Council, Thomas, W. Va., will receive bids until July 7 for paving East avenue and macadamizing Spruce street; certified check, 2 per cent. of bid; plans and specifications at office of Recorder of Thomas or of City Engineer, Blake Taylor, Elkins, W. Va.; George Martin, Mayor.

Paving.—Carr Edwards, City Engineer, St. Charles, Mo., will open bids June 28 for constructing 14,370 square yards brick paving, 6264 linear feet granite curb and 7000 yards of grading.

Paving.—Bids will be received until July 5 at office of Bob Parman, City Clerk, Oklahoma City, Okla., for grading, paving, curbing and draining various streets; plans and specifications on file at office of City Clerk; bids to be accompanied by certified check for 3 per cent. of amount bid.

Pipe Organ.—Glenn Bros., Hugo, Okla., want prices on pipe organ.

Power Plant.—See "Cotton Machinery."

Printing Machinery.—Julius Lemkowitz, manager Natchez News Publishing Co., Natchez, Miss., wants presses, type, etc.

Pulleys.—Hickerson Bros., Rockville, Md., want two second-hand pulleys; one to be 10x50 inches, 2-7-16-inch bore, with key way and set screw; one 8x54 inches, 2-7-16-inch bore, key way and set screw.

Pumps.—Gyp Water Softener & Filter Co., 15 East Reno St., Oklahoma City, Okla., wants prices on centrifugal pumps; low pressure, 6-inch discharge, 10-inch suction, 2000 gallons capacity per hour; high pressure, 40 pounds, 500 gallons per minute, 8-inch supply, 6-inch discharge.

Rails.—Warner Moore & Co., Richmond, Va., want five tons second-hand light relaying rails, 20 to 30 pounds to yard, delivered Strasburg, Va.

Refrigerating Machinery.—J. C. Mahlen, Shreveport, La., wants 5 to 10-ton refrigerating machinery.

Road Construction.—State Roads Commission, John M. Tucker, chairman, Union Trust Bldg., Baltimore, Md., will open bids June 30 for constructing 10 sections of State highway, aggregating 36 miles, in following counties: Allegany county, 2 miles; Garrett county, 5 55-100 miles; Prince George's county, 5 76-100 miles; Harford county, 2 miles; Queen Anne's county, 3 miles; Talbot county, 3 miles; Somerset county, 3 1-10 miles; Charles county, 5 miles; Baltimore county, 2 miles on Philadelphia pike; Caroline county, 4 4-10 miles. Proposals will also be received for grading, bridging and draining three sections, aggregating 13 miles, of State highway in following counties: Anne Arundel county, 5 miles; Calvert county, 3 miles; St. Mary's county, 5 3-10 miles. Bids to be made upon blanks furnished by Commission on application and payment of \$2; certified check, \$500.

Road Construction.—Alvah H. Martin, chairman Permanent Road Improvement Commission, Portsmouth, Va., will receive bids until June 29 for construction of macadam road from Norfolk to Great Bridge and from Portsmouth to Port Norfolk and Pinners Point; plans and specifications furnished by P. St. J. Wilson, State Highway

Commissioner; Richmond, Va., on file at office of County Clerk; certified check, \$2000 for first road and \$500 for second.

Road Rollers.—John M. Greene, Drexel Bldg., Philadelphia, Pa., wants two steam rollers, 10 tons weight; Buffalo Pitts preferred.

Roller Mill.—Hancock Wagon Co., Culverton, Ga., wants information and prices on small (wheat) roller mill.

Roofing, etc.—Roger Moore's Sons & Co., Wilmington, N. C., will want about 150 squares metal roofing and siding.

Safe, etc.—E. S. Rodman, care of Bank of Commerce, Little Rock, Ark., wants prices on safe, fixtures, etc., for bank building, Benton, Ark.

Safe, etc.—A. S. Anderson, Millen, Ga., wants prices on counter, railing, iron doors for vault and steel safe.

Sawmill.—E. E. Wimer, Crawford, W. Va., wants prices on sawmill machinery.

Scales.—See "Grain-elevator Equipment."

School Furniture.—See "Seating."

Screen-wiring Tables.—Frank Wright, Cave Springs, Ga., wants tables for stretching screen wire when attaching to doors, etc.

Seating.—Glenn Bros., Hugo, Okla., want prices on seating for school and church buildings, Plainview, Texas.

Seating.—Special School District, John W. Gresham, secretary, Fordyce, Ark., will receive bids and confer with representatives July 6 on seats for two schools.

Sewage-disposal Plant.—Bids will be received at office of Sam Kelly, Clerk, Frederick, Okla., for construction of sewage-disposal plant; plans and specifications on file at office of N. Wrenskold, Dallas, Texas, or City Clerk; certified check, 10 per cent. of bid, payable to City Clerk, must accompany each bid.

Sewer Construction.—Sewerage Commission, H. K. Gilbert, chairman, Florence, S. C., will receive propositions from engineers for plans and specifications and supervise construction of complete sewer system.

Sewer Construction.—Commissioners of Sewerage, W. C. Nones, chairman, Equitable Bldg., Louisville, Ky., will receive bids until July 9 for construction of Section "B" of South Louisville branch sewer, contract No. 45 of comprehensive system of sewerage; work will consist mainly of building reinforced concrete sewer 10 feet in diameter, total length 3661 feet, and from 11 to 33 feet deep, including 3200 cubic yards of concrete and 325,000 pounds steel; plans and specifications at office of Commissioners and of Harrison P. Eddy, consulting engineer, 14 Beacon street, Boston, Mass.; certified check for 7 per cent. of amount of bid; J. B. F. Breed, chief engineer.

Sewer Construction.—Moultrie, Ga., will receive bids until July 6 for material for seven miles of sewers; H. S. Jaudon, Box 582, Savannah, Ga., is engineer; W. D. Scott, Mayor.

Sewer Construction.—Commissioners of Sewerage (W. C. Nones, chairman, and Chas. P. Weaver, secretary-treasurer, Equitable Bldg., Louisville, Ky.) will receive bids until July 2 for construction of sewer known as section "B" of northeastern sanitary trunk sewer, contract No. 31 of comprehensive system of sewerage; work will consist mainly of building concrete sewer 2200 feet long, sizes 30 inches and 24 inches in diameter and including about 425 cubic yards of concrete and about 3000 pounds of reinforcing steel. Plans and specifications may be seen at office of Commissioners and of Harrison P. Eddy, consulting engineer, 14 Beacon St., Boston, Mass. Certified check for 7 per cent. of bid, or "bidder's bond" as described in form of proposal. J. B. F. Breed, chief engineer. (Bids opened June 4 rejected.)

Stave Mill.—E. E. Wimer, Crawford, W. Va., wants prices on stave-mill machinery.

Steam Shovel.—John M. Greene, Drexel Bldg., Philadelphia, Pa., wants No. 0 Thew steam traction shovel with ¾ or ¾ yard dipper.

Steam Shovel.—Wm. B. Michel, 140 Cedar St., New York, wants automatic shovel with ¾ or 1-yard dipper, mounted on traction wheels.

Steel Castings, etc.—Bids will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until July 19 for furnishing steel castings, etc. Blanks and general information relating to circular No. 520 may be obtained at above office or office of assistant purchasing agents, 24 State street, New York; 316 Ribena Bank Building, New Orleans; 1086 North Point street, San Francisco, Cal.; also from U. S. Engineer Office in following cities: Seattle, Wash.; Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburg, Boston, Buffalo, Cleve-

land, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City; Chamber of Commerce, Quincy, Ill., and Chamber of Commerce and Board of Trade, Tacoma, Wash.; F. C. Boggs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Steel Girders.—C. F. Gordon, Rock Hill, S. C., wants steel girders.

Store Fixtures.—Belk Bros., Charlotte, N. C., want prices on store fixtures.

Syrup Machinery.—See "Canning Machinery."

Tables.—See "Screen-wiring Tables."

Tanks.—Lauro M. Guerra y Hermano, Apartado Postal No. 540, City of Mexico, want 11 fermenting tanks, made of two-inch cypress boards with regular number hoops and well finished; shipped K. D. with all parts plainly marked for erection; tanks to be 12 feet 1½ inches at base, 11 feet 5 inches high and 11 feet 1 inch at top; quotations f. o. b. Tampico.

Tile.—See "Flooring."

Tile Machinery.—U. J. White, Dupont, Fla., will open proposals in August for machinery to manufacture irrigation tile.

Tinning Equipment.—Electrical Alloy Co., Morristown, N. J., wants small tinning equipment for steel wires in sizes from No. 10 to No. 20 B. & S. gauge.

Tower and Tank, etc.—Peacock's Iron Works, Selma, Ala., wants wooden or galvanized-steel tank of 10,000 gallons capacity, 60-foot tower, and hydraulic ram to supply tank.

Water-works.—J. E. Walker, secretary Business League, League City, Texas, wants prices on gasoline engine, standpipes, pumps, iron water pipes, lead, oakum and galvanized pipe for water-works.

Water-works.—W. D. Scott, Mayor, and Board of Aldermen, Moultrie, Ga., will receive bids until July 14 for furnishing material for enlargement of water-works as per plans and specifications: Furnishing f. o. b. cars 429 tons 10, 3 and 6-inch cast-iron pipe and 10 tons of special castings; 46 fire hydrants, 34 valves and 34 valve boxes; horizontal compound duplex pumping engine; furnishing and erecting one steel or reinforced concrete tower and tank; certified check, 3 per cent. of bid; specifications can be obtained from H. S. Jaudon, engineer, Box 582, Savannah, Ga., or from J. H. Scarborough, City Clerk.

Water-works.—J. W. Steel, chairman light and water committee, Marlow, Okla., will receive proposals until July 5 for furnishing 5000 feet four-inch standard cast-iron water pipe, 22 pounds per foot; smooth and uniform; also fittings, valves, fire hydrants, lead and jute.

Water-works.—Board of Public Works, Carthage, Mo., W. A. Turner, secretary, will receive bids July 1 for three 750-horse-power water-tube boilers; July 2 for two 2,000,000-gallon cross-compound condensing pumping engines; July 5 for laying water mains and constructing building; specifications obtainable from W. A. Turner, secretary.

Well Drilling.—John Rogers, City Clerk, Lehigh, Okla., wants bids on sinking artesian well; 1200 to 1500 feet deep.

Well Drilling.—Citizens' Ice Co., Corinth, Miss., wants prices on boring and casing well; 10 and 8 inches diameter by approximately 500-foot depth.

Woodworking Machinery.—Ficklin Building & Supply Co., J. W. Rider, president, Ficklin, Ga., wants complete equipment for manufacturing building materials and furniture.

Woodworking Machinery.—W. F. Owen, Brandon, Miss., wants prices on self-feed rip saw, 12-inch hand jointer, 30-inch band saw, 8-inch 4-side molder, 32-inch cup wheel, planer, knife grinder.

Recent Henry Vogt Contracts.

Among recent contracts for ice and refrigerating machinery of the Henry Vogt Machine Co. of Louisville, Ky., were the following: People's Ice Co., Champaign, Ill., Tuscaloosa, Ala., 10-ton refrigerating machine; Indiana Boys' School, Plainfield, Ind., 15-ton machine; Alabama Insane Hospitals, 10-ton refrigerating machine; Chas. W. Inman, New Albany, Ind., 50-ton refrigerating machine; Merchants' Ice & Cold Storage Co., San Antonio, Texas, 100-ton refrigerating plant, water-tube boilers, etc.; Standard Oil Co. Paraffine Works, Constable Hook, N. J., 150-ton exhaust steam refrigerating machine; Indiana School for Feeble-minded Youth, Fort Wayne, Ind., 10-ton refrigerating machine; M. K. Pearce, Bogalusa, La., 25-ton ice-making machine; Prescott Ice & Milling Co., Prescott, Ark., 10-ton ice machine.

INDUSTRIAL NEWS OF INTEREST

Koltham & Pryor.

It is announced that the partnership of William S. Koltham and Robert W. Pryor, Jr., will continue, as heretofore, the selling of Buffalo Forge Co. and Buffalo Steam Pump Co. products, with Eastern sales agency at 39 Cortlandt street, New York.

Locomotive Repair Work.

Evidencing more activity in sawmill operations, the Watkins Machine & Foundry Co. of Hattiesburg, Miss., reports several recent orders for repair work, etc. Among these were orders for locomotive repairs at McCallum, Epps and Lyman, all in Mississippi.

Mechanical Engineer Seeks Position.

A mechanical engineer with over 20 years' experience in various lines desires a position as superintendent or consulting engineer. He states he has had wide experience in building machinery and handling men. Address No. 478, care Manufacturers' Record.

Some Southern Bridge Contracts.

The Southern office of the York (Pa.) Bridge Co. at Charlotte, N. C., has secured a contract for a 112-foot span, with 12-foot roadway, from the Commissioners of Cabarrus county, North Carolina; also contract for a 119-foot span, with 16-foot roadway, to be erected over the Catawba River, near Morganton, N. C.

A Manager Seeking Position.

The general manager and treasurer of a large manufacturing company in the South is desirous of becoming connected with some other progressive enterprise. He will also consider accepting the secretaryship of an active commercial club. Letters addressed to No. 472, care of Manufacturers' Record, will be forwarded.

Offers 200,000,000 Feet of Timber.

There are many undeveloped Southern timber properties awaiting the attention of the manufacturer, and among them is an original growth of yellow-pine timber and 99,000 acres of land on the west coast of Florida. It is stated there are 200,000,000 feet of original-growth yellow-pine timber in the tract. For information address the Southern Investment Co., Richmond, Va.

Keystone Chemical Manufacturing Co.

The Keystone Chemical Manufacturing Co. of Philadelphia, Pa., announces the removal of its offices in Chicago to Room 648 in the First National Bank Building. A new manager has been appointed, and it is stated he is well qualified to give advice regarding the installation of filters and as to remedying all kinds of boiler troubles. The company warns its customers against imitations of its name and products.

A Hardwood Timber Proposition.

Manufacturers of lumber who want to develop Southern timber are invited to address the Granville Real Estate & Trust Co., Oxford, N. C. This company will send information relative to a thousand-acre tract of hardwood timber, located in North Carolina near Virginia. It is understood this is an excellent timber proposition for either investment or operation.

A Selling Agency for Manufacturers.

Manufacturers and others who are interested in introducing meritorious articles to the trade through selling agencies are invited to investigate the facilities offered by John L. Alnut of Sumter, S. C. Besides employing traveling men, Mr. Alnut corresponds with the railway and lumber mills throughout the Southern States, and is particularly interested in selling railway equipment, mills' supplies, etc.

Catalogue No. 30.

Catalogue No. 30, illustrating and describing some of the various machines manufactured by the C. O. Bartlett & Snow Co. of Cleveland, Ohio, has recently been issued. A large proportion of the products of this company pertain to labor-saving machinery, including coal-handling machinery, mechanical driers, crushers, screens, washers, lime and plaster plants, garbage and paint machinery, etc.

Charlotte Marble & Tile Co.

Announcement is made that the Charlotte Marble & Tile Co., Charlotte, N. C., has been organized to undertake general marble and tile contracting for floors, ceilings, wall-scotting, mantels, etc. F. L. Andrew is secretary and treasurer of the company, and invites correspondence relative to small or large contracts for new buildings or for the

improvement of existing structures. It may be added that this company succeeds Fred Sluder.

The Prime Electric Co.'s Lamps.

Miniature in size, with the absence of complicated construction and of no expense for maintenance other than for carbon renewals and low-current consumption, the "Prime" arc lamps should commend themselves to users. These lamps are intended for street, boulevard and other lighting, and may be used on posts, inverted or hanging. They are offered by the Prime Electric Co., 143 Liberty St., New York, and are described and illustrated in catalogue Ist circulated by the company.

Some Locomotive Sales.

There is continued improvement in Southern industrial conditions, and many Southern firms report a satisfactory volume of trade from time to time. Among these is the Birmingham Rail & Locomotive Co., 314 and 315 Woodward Bldg., Birmingham, Ala., which announces the sale of two freight locomotives to the Artesian Belt Railroad Co. The supplies furnished by the Birmingham Rail & Locomotive Co. include locomotives, new and relaying rails, frogs, fishplates, switches, etc.

Johns-Manville Hair Felt.

The H. W. Johns-Manville Company has taken the selling agency in the United States and Canada for the products of the American Hair Felt Co., which includes hair felt for all purposes. Baeder, Adamson & Co., Philadelphia, Pa., having discontinued the sale of hair felt, Henry J. Bellman, who for many years was connected with that branch of their business, has been appointed manager of the hair-felt department of the H. W. Johns-Manville Company, with headquarters at 100 William St., New York.

Contract for Concrete Piles.

Among important contracts recently awarded the Raymond Concrete Pile Co. is one for placing concrete piles in the foundations of the Denison-Harvard viaduct at Cleveland, Ohio, to span a stretch of lowland. A. M. Felgate is engineer and the Concrete-Steel Construction Co. is the contractor. Offices of the Raymond Concrete Pile Co. are located at 140 Cedar St., New York; 135 Adams St., Chicago; Pratt and Concord Sts., Baltimore; 204 Perrin Bldg., New Orleans, and other cities.

Orders for Portland Cement.

The Standard Portland Cement Co., works at Leeds, Ala., sales office in Brown-Marx Bldg., Birmingham, Ala., reports it has all the orders it can consistently take care of. In the past 28 months the T. C. I. & R. R. Co. has used 100,000 barrels of Standard cement. Every car of this cement was tested, without a single rejection. The Standard company also furnished 30,000 barrels of standard brand for sidewalk work at West End, Ala., and large amounts for this class of work at Gadsden, Tuscaloosa and Montgomery, Ala., and Atlanta, Ga.

The Cape Girardeau Cement Plant.

One of the Manufacturers' Record's representatives writes that the Cape Girardeau (Mo.) Portland Cement Co. is proceeding with the construction of its plant, with the expectation of having it completed before January. The actual construction is in charge of George S. Emerick of Nazareth, Pa., who is to complete the plant and operate it for a year before transferring it to the company. The latter will dispose of the output from the time of completion. W. H. Harrison of the Himmelberger-Harrison Lumber Co., is president of the Cape Girardeau Portland Cement Co.

Freight Brokers and Forwarders.

Mr. B. C. Howard, the Yokohama agent of the Pacific Mail Steamship Co., has recently been quoted as saying that the lack of knowledge of some American manufacturers and exporters as to the ways of documenting foreign shipments suggests that the services of foreign forwarding agents could be used to great advantage. The attention of manufacturers and exporters to whom this suggestion appeals is invited to the announcement of W. O. Smith & Co., Produce Exchange Bldg., New York. This firm is among the oldest and best-known freight brokers and forwarders in the foreign trade and has an influential connection. It forwards to and from all parts of the world, attends to loading, trucking and procuring bills of lading, etc., and is a member of the Produce and Maritime exchanges, handling

large quantities of tobacco, drugs, fruit, machinery and general merchandise.

The Western Electric Co.'s Report.

The Western Electric Co. of Hawthorne, Chicago, Ill., 463 West St., New York, and other cities, announces its preliminary returns for May show that its trade it now at the rate of between \$46,000,000 and \$48,000,000 per annum. This would make the gross returns for the first half of the company's fiscal year ended with May show close to \$23,000,000, or an average of nearly \$4,000,000 a month. April sales were 50 per cent. larger than in April, 1908, and the sales in May were 70 per cent. greater than the corresponding month in the preceding year. Each month in the current calendar year has shown gains over the preceding month, and each month's returns have been greater than the same months in 1908, so that a continuance of the present rate of monthly increase will enable the company to show gross returns for the year of \$50,000,000 or better.

Crocker-Wheeler Orders.

Among orders recently received by the Crocker-Wheeler Company of Amper, N. J., are several for large direct-current generators. One of these is for a 1500-kilowatt 550-volt direct-current machine for the machine-shop department of the Union Stock Yards of Armour & Co., Chicago, and one of 800 kilowatts at 500 volts for Landers, Frary & Clark of New Britain, Conn. An order has been received from Warner Bros. Company, Bridgeport, Conn., for two direct-current generators, having a capacity of 150 kilowatts and 329 kilowatts, respectively, at 235 volts. Other sales include one 150-kilowatt 125-volt generator to the Keystone Steel & Wire Co.; one 140-kilowatt 240-volt generator and six 15-horse-power 230-volt motors to the Napier & Mitchell Manufacturing Co., Belleville, N. J.; one 125-kilowatt three-phase 60-cycle 240-volt alternating-current generator to the Cleveland (Ohio) Worsted Mills Co.; 102 horse-power of 220-volt direct-current motors to the Central Iron & Coal Co., Holt, Ala., to be used for driving a large blower and line shafting, and 195 horse-power of three-phase induction motors, two 10-kilowatt step-down transformers and one 200-kilowatt three-phase generator for the Carthage Ice & Electric Co., Carthage, Texas.

Two New Hydraulic Jacks.

The new Watson-Stillman shop jack is made in 11 sizes, of from 20 to 50 tons capacity, and lifts of 12 and 18 inches, and fills all the ordinary requirements of lifting heavy machinery and for general shop work. The wheels on the base and the handle of the cylinder facilitate moving the jack quickly from one place to another with little exertion. The wheels touch the floor only when the jack is tilted, so they are never in the way during lifting. If it is desired to use the jack at an angle it can be tilted in the opposite direction to the wheels, and when it is laid flat upon the side the ram will push out to its entire lifting length. The head is enlarged sufficiently that the jack will not stop working for lack of filling, even if there has been slight leakage. An independent steel claw can be used when desired for lifting from near the ground. The weight is comparatively small, because the whole jack is made from steel, and the parts under greatest strain, such as the ram and cylinder, are machined from a solid bar of higher carbon steel than is usually found in hydraulic or other jacks. This jack, though plain in construction, has proved very reliable in service, and on account of its special design greatly facilitates handling heavy equipment. It is sometimes inconvenient to work the lever of a jack of the internal-pump type because of the lack of room or sufficient footing. There are other places where only a short space is available to place the jack—another condition which cannot be met successfully with the ordinary inside pump jack. This is true in bridge, ship and dock work, etc. To meet these conditions the Watson-Stillman Company offers an independent pump hydraulic jack in 53 sizes of 2 to 1200 tons capacity. The various sizes have maximum ram movements of from four to eight inches. The pump is connected to the jack by means of flexible copper tubing, which may be of any length suitable to the work in question. The jack may be operated up to a pressure of 450 pounds per square inch on the ram by means of the extension lever. The gauge may read in pounds per square inch, or in tons load upon the jack, or both. This is not furnished when the jack is to be used for ordinary lifting, but is necessary in testing. When equipped with gauge the jack may be used between two fixed platens for making compression tests, testing the tightness of

forced fits, etc. These jacks are made by the Watson-Stillman Company, 194 Fulton St., New York.

TRADE LITERATURE.

Miles from the Garage.

A pamphlet entitled "Miles From the Garage" illustrates and describes the Wiles tire sleeve, which is constructed to satisfactorily meet the requirements of motor-tire mishaps and make a quick, neat and lasting repair. The Wiles tire sleeve is manufactured by the Diamond Rubber Co. of Akron, Ohio.

Plymouth Blinder Twine.

A pamphlet issued by the Plymouth Cordage Co. of Plymouth, Mass., and Welland, Ont., furnishes interesting information about Plymouth blinder twine. This product is manufactured by the Plymouth Cordage Co., and is made from carefully selected fiber by skilled workmen. It is evenly spun and guaranteed to run full length.

Electric Motors for Office and Shop.

The use of electricity for power requirements of the office, store and shop is commended in folder No. 4132, issued by the Westinghouse Electric & Manufacturing Co. of Pittsburgh, Pa. In addition to its other products this company manufactures small motors for driving vacuum cleaners, coffee grinders, sign flashers, mailing and billing machines and numerous domestic, office and shop appliances.

"S & N" Beam Shears.

A practical, simple and efficient beam shear, in suitable types and arrangements to meet requirements of rolling mills, structural shops, iron works, warehouses, field jobs, etc., is the "S & N" heavy-duty beam shear. It is manufactured by the Wiener Machinery Co., 50 Church St., New York, and is described and illustrated in a folder which the company is distributing.

Rolled Steel Wheels.

The demand for rolled-steel wheels, for the lightest as well as the heaviest equipment, is constantly increasing, and among those wheels which have been favorably used by operators of rolling equipment is the Standard rolled wheel manufactured by the Standard Steel Works Co., Harrison Bldg., Philadelphia, Pa. These Standard wheels are comprehensively described and illustrated in a catalogue which the company is distributing.

"Advance" Machinery.

In the manufacture of "Advance" wire stapling and stitching machinery the Saranac Machine Co. of St. Joseph, Mich., has designed its machines after carefully investigating all requirements, and is constantly manufacturing new and automatic machinery to reduce the cost of production of fruit packages, baskets, butter dishes, packing cases, paper packages, etc. The company's products are described and illustrated in sectional bulletins from 100 to 115 which the company has issued.

The Pratt "Imperial" Products.

Bulletin No. 101, issued by the Pratt Engineering & Machine Co. of Atlanta, Ga., is illustrative and descriptive of the Pratt "Imperial" dust-weighing hopper, acid-phosphate mixer and fertilizer dump car. These products are manufactured by the Pratt Engineering & Machine Co., which also manufactures other appliances, including elevating and conveying machinery, transmission machinery, cane-milling machinery, steam pumps and parts, heavy castings, etc.

Rateau-Smoother Turbines and Generators.

To make coal produce more power is a problem confronting operators of power plants, as the saving of steam means the saving of money. This is especially true of rolling mills, hoisting engines and steam hammers. The Rateau-Smoother low-pressure turbine is claimed to increase the output from 50 to 100 per cent., with no increase in coal consumption. It is manufactured by the Ball & Wood Company, Elizabethport, N. J., which is circulating a pamphlet containing descriptive data and illustrations of the product.

Ernst Wiener Gasoline Locomotives.

To meet the demand for a small and inexpensive locomotive to be used on industrial railways a new type of gasoline locomotive has recently been introduced, which is applicable to general contracting work, such as roadbuilding, sewer construction, excavating, hauling concrete, brick and cement plants, lumber yards, quarries, etc. The locomotive is described and illustrated in Bulletin No.

150, which is now being circulated. It is manufactured by the Ernst Wiener Company, 50 Church St., New York, which also manufactures a complete line of industrial and contractors' cars, track equipment, etc.

Paint and Roofing Information.

Users of paint and roofing materials are invited to investigate the merits of De Ronde's Red Rock paint, Lythite cold-water paint, De Ronde's roofing and other products of the Redden Company, 24-26 Stone St., New York. Folders which the company distributes contain much valuable information concerning these products and their application. Among recent important sales of Lythite are those to the Hershey (Pa.) Chocolate Co. for its new plant throughout; Fels & Co., manufacturers of Naphtha soap, Philadelphia, for buildings; United Fruit Co. for buildings and warehouses in Cuba and elsewhere; Atchison, Topeka & Santa Fe Railway Co.; New York, Ontario & Western Railway and other systems.

Useful Incandescent Lamp Information.

A convenient book for the vest pocket has been issued by the engineering department of the National Electric Lamp Association, 4411 Hough Ave., Cleveland, Ohio. It was distributed at the Atlantic City meeting several weeks ago, and presents useful information regarding the carbon, gem, tantalum and tungsten incandescent lamps. The data includes various diagrams convenient for the use of managers of central stations, jobbers and dealers in electric lamps and people who use them. Bulletin No. 6-E has been issued to describe and illustrate tungsten sign lamps for use on lighting circuits of any voltage. It covers the performance, economy, equipment and general uses of the sign lamp.

Side-Crank Steam Engines.

Catalogue P, issued by the Ball Engine Co., Erie, Pa., describes and illustrates the side-crank steam engines which this company manufactures. The type of engine presented has passed the test of several years' service, and all of its parts, even to the minutest details, have been the subject of thorough study and long-continued trials. In both the horizontal and vertical types the side-crank has been adopted because of its adaptation to usual conditions of service. By a careful and scientific disposition of the metal, the frame is designed to give the greatest strength and rigidity, so that under the heaviest loads there is no perceptible evidence of strain. The principal bearings are oiled from a system of piping, and all engines, both Corliss and single-valve type, are controlled by a shaft governor of unique design.

Adding Machine Contests, Etc.

Two interesting adding-machine contests were recently held at Shreveport, La., and Houston, Texas, in which prizes were given to the successful contestants. The Shreveport contest was held at the American Institute of Banking, the winners of first, second and third prizes being T. V. Holmes, C. E. Pentross and R. McEster. The Houston contest was conducted by the representative of the Burroughs Adding Machine Co. of Detroit, Mich. It was won by O. R. Clarke, who correctly added and checked 100 checks in 1 minute and 24 seconds. In connection with a mention of the adding-machine contests it is interesting to note that the Burroughs Adding Machine Co. has issued a booklet entitled "300,000 a Year." The publication is different from the ordinary advertising literature, because it discusses subjects rarely referred to. Upon request it will be supplied free by the Burroughs Adding Machine Co.

INDUSTRY PICKING UP.

Indications From Different Quarters of a Return to Activity.

From half a dozen quarters in different parts of the country the MANUFACTURERS' RECORD has received during the past week letters from manufacturers indicating a return in industry to the activities halted by the 1907 panic. For the encouragement of others the letters are published, as follows:

F. S. Chavannes, president and treasurer Chesapeake Iron Works, Baltimore, Md.:

We are glad to state that we have kept in close touch with affairs through your valued medium, and regard it as one of the greatest inspirations for a business man, who cannot read its pages without

absorbing a certain amount of the enthusiasm with which it abounds. Accepting your invitation to give you some information as to our own particular business, we feel as if the only real basis we can go on is by comparison. We are, therefore, glad to report that the actual amount of orders entered during the first five months of 1909 is 8 per cent. in excess of 1907 and 108 per cent. over 1908. The actual amount of our productive payroll for 1909 is 12 per cent. over 1907 and 117 per cent. over 1908. We are inclined to think that these figures speak louder than generalities. The present year would show up to even better advantage when you take into consideration the fact that values in our line are 20 per cent. lower than the same period in 1907.

J. Freeman Williams, treasurer and manager Woodstock Hardwood & Spool Manufacturing Co., Charleston, S. C.:

We are loading a carload of our bobbins, which we will ship tomorrow or next day to San Francisco, Cal., and we intend having a photograph made of the car, as the car will be bannered showing name of consignee and destination. This shows that the South can do something at times, as the car moves from the Atlantic to the Pacific.

W. A. Zelnicker, manager Walter A. Zelnicker Supply Co., St. Louis, Mo.:

Conditions in the St. Louis territory are and have been improving for some time. On May 15 I sent all of our sawmill customers a letter, the first paragraph of which was as follows:

"Our business is better. My experience of 23 years has been that when prosperity starts our business wins the first inning; steel and iron manufacturers the second; the sawmill industry the third; now, are you ready to play ball?"

Now, while the improvement in lumber has been small, I am satisfied that the improvement is well organized and will grow. We look for even better trade from now on, and believe that 1910 will be a banner year.

The Berger Manufacturing Co., Canton, Ohio:

The stockholders of the Berger Manufacturing Co. voted unanimously at a special meeting June 9 to increase the capital stock from \$2,000,000 to \$5,000,000. The purpose of this increase is to provide for additions, extensions and improvements to keep pace with the growing demand for their various products. A larger output will be secured and the volume of business greatly increased. One of the first improvements will be the erection and enlargement of warehouse and shipping facilities, so that all orders may be promptly executed and a much more complete stock carried at all times.

C. E. Kolb, president Union Steam Pump Co., Battle Creek, Mich.:

Our business is picking up, and we have been obliged to construct a new brick and steel machine shop, which we have about completed. This will necessitate the installation of quite a large number of new machine tools, and we hope with these added facilities to be able to take care of our customers promptly.

The Foos Gas Engine Co., Springfield, Ohio:

The business of the Foos Gas Engine Co. during May was larger by considerable than that of the same month of any previous year. The month of April showed the largest business ever done by the company in a single month, and the first five months of the present year show a greater business than has ever been done by the company in the same period. They are adding to their facilities, anticipating a still larger increase in business. This plant is being worked to its full capacity 14 hours per day.

Welcome to Westerners.

[Progressive Farmer.]

What the MANUFACTURERS' RECORD pronounces "probably the greatest population movement which this country has seen since the rush into Oklahoma 16 or 17 years ago" is the immigration from the Middle West now coming into Texas.

"Railroads running into the State have carried in all probability more homeseekers during the last 12 or 18 months than have entered all other portions of the United States put together. So great has been this influx that well-informed men are estimating that the next census will show the population of Texas to exceed 5,000,000."

An especially significant thing to which the MANUFACTURERS' RECORD calls attention is that this immigration is almost exclusively English-speaking—largely folk of Anglo-Saxon stock who are leaving the Middle West because of the constantly increasing proportion of unassimilated foreigners unrelated to our English, Scotch, Irish and German stocks.

This sort of immigration from the West to the South is likely to grow, and, for our part, we welcome it most heartily. These enterprising Western farmers will prove very desirable additions to our agricultural population. Some of their Western practices, of course, will not work in the South, but more of them will work than our people are willing to admit, and Western men will help us especially in developing our live-stock and dairy interests.

The North Carolina Cotton Manufacturers' Association elected last week R. M. Miller of Charlotte, president; C. E. Hutchison of Mt. Holly, A. A. Thompson of Raleigh and J. H. White of Graham, vice-presidents, with the secretary and treasurer to be appointed by the president.

FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,

Baltimore, Md., June 23.

Business in the Baltimore stock market was comparatively quiet during the past week, the hot weather showing its effect on transactions. There was some activity in Seaboard 4s, and advances were recorded.

In the trading United Railways common, trust certificates, sold at 11½; the income bonds, 56½; the funding 5s, 80½ to 80¾; do. scrip, 80½ to 80¾; United 4s, 87 to 86¾; Consolidated Gas, Electric Light & Power preferred, 88; do. 4s, 86; Consolidated Gas 6s, 101½; do. 5s, 111½; do. 4½s, 95½; Seaboard Company common, 21 to 20; do. first preferred, 74 to 75; do. second preferred, 40; Seaboard 4s, 87½ to 88½; do. three-year 5s, 99 to 99½; do. 10-year 5s, 99¾ to 99; Consolidated Cotton Duck preferred, 24½; Cotton Duck 5s, 81½ to 81; G.-B.-S. Brewing 1sts, 41½ to 42.

Bank stock sold as follows: Bank of Baltimore, 121; Union Bank, 125. American Bonding sold from 82 to 87½; Maryland Casualty, 100 to 99¾; Fidelity & Deposit, 159 to 156.

Other securities were traded in thus: Northern Central Railway stock, 106½ to 106¾; Consolidation Coal, 93; do. scrip, 90¼ to 90½; Houston Oil common, 8½ to 8; Carolina Central 4s, 95; Memphis Street Railway 5s, 99 to 98½; Norfolk & Portsmouth Traction 5s, 87½; Baltimore Brick common, 4; Atlantic Coast Line new 4s, certificates, 84¼ to 84¾; Maryland Electric 5s, 94¾ to 94½; Virginia Midland 2d, 103¾ to 103½; Norfolk Railway & Light stock, 21½; Alabama Consolidated Coal & Iron preferred, 70; Anacostia & Potomac 5s, 104; Georgia South-

ern & Florida first preferred, 93; do. second preferred, 78; Georgia & Alabama Consolidated 5s, 106½; Georgia, Carolina & Northern 5s, 106¼ to 106; Western Maryland Railroad stock, 9½; Western Maryland 4s, 84¼; Merchants & Miners' Transportation Co., voting trust, 73¼ to 75; Atlanta Consolidated Street Railway 5s, 105; Pittsburg United Traction 5s, 109; Virginia Midland 3d, 109; Wilmington & Weldon 5s, 113½; Georgia Southern & Florida 5s, 109¾ to 109½; Charlotte, Columbia & Augusta 1sts, 111½; Minneapolis Street Railway and St. Paul City Railway 5s, 1928, 106 to 106¼; Baltimore Brick 5s, 78; Norfolk & Portsmouth Traction stock, 21½; Baltimore City 3½s, 1980, 94¾.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended June 23, 1909.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast of Conn.	100	285	...
Georgia Southern & Florida.	100	35	40
Ga. South. & Fla. 1st Pfd.	100	92	95
Ga. South. & Fla. 2d Pfd.	100	75	78
Norfolk Railway & Light.	25	21½	22
Seaboard Co. Com.	100	104½	20
Seaboard Co. 1st Pfd.	100	74	75
Seaboard Co. 2d Pfd.	100	39	40
Southern Railway (V. T.)	100	30¼	...
United Ry. & Elec. Co.	50	11½	11½
Western Maryland.	50	9¼	9½

Bank Stocks.	Par.	Bid.	Asked.
Citizens' Nat. Bank.	100	40	...
Com. & Farm. White Cfs.	100	88	...
Com. & Farm. Blue Cfs.	100	88	...
First National Bank.	100	146	...
German-American Bank.	100	110	112
Maryland National Bank.	100	21½	...
National Bank of Baltimore.	100	129	123
National Exchange Bank.	100	158	...
National Marine Bank.	30	41	...
National Mechanics' Bank.	10	28¼	30
National Union Bank of Md.	100	124	125
Western National Bank.	20	35½	...

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
American Bonding Co.	25	85	87½
Continental Trust.	100	223	225
Fidelity & Deposit.	50	157½	158
Maryland Casualty.	25	99	100
Maryland Trust.	100	65	...
Mercantile Trust.. Deposit.	50	152	...
United Surety.	100	100	...

Miscellaneous Stocks.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron Pfd.	100	68	80
Con. Cotton Duck Co. m.	50	7	8
Con. Cotton Duck Pfd.	50	24	25
Con. Gas, E. L. & P. Com.	100	36	41
Con. Gas, E. L. & P. Pfd.	100	87	88
Consolidation Coal.	100	92¼	93
G.-B.-S. Brewing Co.	100	2	3½
George's Creek Coal.	100	90	...
Merch. & Miners' Transp.	100	72	75

Railroad Bonds.	Par.	Bid.	Asked.
Atlanta & Birmingham 4s.	100	84	86
Atlanta & Charlotte Ext. 4½s.	100	100¼	100½
Atlantic Coast Line 1st 4s, 1952.	100	96¼	96¾
Atlantic Coast Line new 4s, Cfs.	100	84	85
Atlantic C. L. Com. 4s, Cfs., 5-20s.	100	89¼	90
Atlantic C. L. Conn. 5s, Cfs.	100	105	...
Carolina Central 4s, 1949.	100	94¼	95¼
Charlotte, Col. & Aug. 1st 5s, 1910.	100	111½	...
Charlotte, Col. & Aug. 7s, 1910.	100	105	...
Chesapeake & Ohio 1st 5s, 1910.	100	114½	...
Coal & Iron Railway 5s, 1920.	100	102½	...
Col. & Green. 1st 5s, 1916.	100	110	...
Fairmont & Clarksburg 5s.	100	95½	...
Georgia & Alabama 5s, 1943.	100	106	106½
Georgia, Car. & North. 1st 5s, 1929.	100	106	107
Georgia Pacific 1st 6s, 1922.	100	115	118
Georgia South. & Fla. 1st 5s, 1945.	100	109¼	110¼
Maryland & Pennsylvania 4s, 1951.	100	91	93
Petersburg Class A 5s, 1926.	100	121	125
Petersburg Class B 5s, 1926.	100	131	135
Phila., Balto. & Wash. 4s.	100	109	109
Potomac Valley 1st 5s, 1941.	100	100	...
Raleigh & Augusta 1st 6s, 1926.	100	118	...
Richmond & Danville Gold 6s, 1915.	108	108	110
Sav. Fla. & West. 6s.	100	127¼	128¼
Seaboard Air Line 4s, 1950.	100	87¼	88
Seaboard Air Line 5s, 10-Yr., 1911.	99	99	99½
Seaboard Air Line 5s, 3-Yr.	99	99	99½
Seaboard & Roanoke 6s, 1916.	100	100	...
Seaboard & Roanoke 5s, 1926.	100	107½	108
Southern Railway Con. 5s, 1934.	100	111½	112½
Western Maryland 4s, 1952.	100	84¼	85
Western N. C. Con. 6s, 1914.	108	108	...
West Va. Cent. 1st 6s, 1911.	100	102¼	...
WIL. Col. & Aug. 6s, 1910.	100	101¾	...
Wilmington & Weldon. Gold 5s, 1935.	113	113	113½

Street Railway Bonds.	Par.	Bid.	Asked.
Anacostia & Potomac 5s, 1949.	100	104	...
Atlanta Con. St. Ry. 5s.	100	105	...
Balto. City Pass. 5s, 1911.	100	101¼	101¾
Balto. Trac. (N. B. Div.) 5s, 1942.	100	113	115
Charleston City Ry. 5s, 1923.	100	103¼	105
Charleston Con. Elec. 5s, 1909.	91	92½	...
Chattanooga Railway 5s.	94½	96	...
City & Suburban 5s (Balto.) 1922.	108	108	...
Lexington Railway 1st 5s, 1949.	95	97	...
Macon Ry. & Lt. 1st Con. 5s, 1953.	95	97	...
Maryland Elec. Ry. 5s.	98¼	98½	...
Memphis Street Railway 5s.	98¼	98½	...
Newport News & Old Pt. 5s, 1938.	95	95	...
Norfolk & Portsmouth Traction 5s.	86	87½	...
Norfolk Railway & Light 5s.	99	100	...
Norfolk Street Railway 5s, 1944.	105	105	...
United Railways 1st 4s, 1949.	86½	86½	...
United Railways Inc. 4s, 1949.	56¼	56¼	...
United Railways Funding 5s.	80	80½	...

Miscellaneous Bonds.	Par.	Bid.	Asked.
Baltimore Electric 5s.	90	91	...
Consolidated Gas 6s, 1910.	101¼	101¼	...
Consolidated Gas 5s, 1939.	111¼	111¼	...
Consolidated Gas 4½s.	95¼	96	...
Consolidation Coal Refdg. 4½s.	94¼	96	...
Con. Gas, Elec. Lt. & P. 4½s.	85	86	...
Fairmont Coal 1st 5s.	96¼	97¼	...
G.-B.-S. Brewing 1st 4s.	41¾	43	...
G.-B.-S. Brewing Income 4s.	11	15	...
Maryland Telephone 5s.	98¼	98¼	...
Mt. Vernon-Woodby Cot. Duck 5s.	80½	81	...
United Elec. Lt. & P. 4½s.	90	93	...

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh Mac-
Rae & Co., Wilmington, N. C., for
Week Ending June 21.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	70	75
Aiken Mfg. Co. (S. C.)	85	85
American Spinning Co. (S. C.)	145	150
Anderson Cotton Mills (S. C.)	55	57 1/2
Arkwright Mills (S. C.)	100	106
Augusta Factory (Ga.)	65	70
Avondale Mills (Ala.)	115	125
Belton Mills (S. C.)	115	121
Bibb Mfg. Co. (Ga.)	114	114
Cabarrus Cotton Mills (N. C.)	120	131
Chadwick-Hoskins Mfg. Co. (N. C.)	100	100
Chadwick-Hoskins Mfg. Co. (N. C.)	100	100
Chiquola Mfg. Co. (S. C.)	137 1/2	137 1/2
Clifton Mfg. Co. (S. C.)	105	105
Clifton Mfg. Co. (S. C.)	99	101
Clinton Cotton Mills (S. C.)	105	105
Columbus Mfg. Co. (Ga.)	98	98
Courtenay Mfg. Co. (S. C.)	97	100
Dallas Mfg. Co. (Ala.)	95	105
Darlington Mfg. Co. (S. C.)	70	75
Drayton Mfg. Co. (Ala.)	100	100
Eagle & Phenix Mills (Ga.)	135	135
Eastley Cotton Mills (S. C.)	150	160
Enoree Mfg. Co. (S. C.)	58	65
Enoree Mfg. Co. (S. C.)	90	94 1/2
Enterprise Mfg. Co. (Ga.)	82	90
Exposition Cotton Mills (Ga.)	240	240
Gaffney Mfg. Co. (S. C.)	74	77
Gainesville Cotton Mills (Ga.)	55	55
Granby Cot. Mills (S. C.) 1st Pfd.	50	50
Graniteville Mfg. Co. (S. C.)	160	162
Greenwood Cotton Mills (S. C.)	67 1/2	67 1/2
Grendel Mills (S. C.)	114	114
Hendetta Mills (N. C.)	115	115
King Mfg. Co., John P. (Ga.)	100	100
Lancaster Cotton Mills (S. C.)	125	146
Lancaster Cot. Mills (S. C.) Pfd.	95	96
Langley Mfg. Co. (S. C.)	96	96
Laurens Cotton Mills (S. C.)	135	135
Limestone Mills (S. C.)	140	150
Lockhart Mills (S. C.)	78	85
Lockhart Mills (S. C.) Pfd.	96	96
Loray Mills (N. C.) Pfd.	80	83
Marlboro Cotton Mills (S. C.)	80	83
Mayo Mills (N. C.)	165	185
Mills Mfg. Co. (S. C.)	106	106
Mills Mfg. Co. (S. C.) Pfd.	109	109
Monaghan Mills (S. C.)	110	115
Monarch Cotton Mills (S. C.)	100	102
Newberry Cotton Mills (S. C.)	130	140
Norris Cotton Mills (S. C.)	115	125
Olympia Cot. Mills (S. C.) 1st Pfd.	78	87 1/2
Orangeburg Mfg. Co. (S. C.) 1st Pfd.	80	118
Orr Cotton Mills (S. C.)	107 1/2	108 1/2
Pacolet Mfg. Co. (S. C.)	120	136
Pacolet Mfg. Co. (S. C.) Pfd.	100	102 1/2
Pelzer Mfg. Co. (S. C.)	150	160
Piedmont Mfg. Co. (S. C.)	172	175
Poe Mfg. Co. (S. C.)	150	150
Richland Cot. Mills (S. C.) 1st Pfd.	50	50
Raleigh Cotton Mills (N. C.)	100	105
Rossmore Mills (N. C.)	122	125
Saxon Mills (S. C.)	130	140
Sibley Mfg. Co. (Ga.)	62 1/2	62 1/2
Spartan Mills (S. C.)	130	140
Springfield Mills (S. C.)	100	100
Tucapau Mills (S. C.)	225	225
Trion Mfg. Co. (Ga.)	140	140
Union-Buttalo Mills Co. (S. C.) 1st Pfd.	62 1/2	65
Warren Mfg. Co. (S. C.)	93 1/2	95
Warren Mfg. Co. (S. C.) Pfd.	106	106
Washington Mills (Va.)	28	30
Washington Mills (Va.) Pfd.	100	109
Whitney Mfg. Co. (S. C.)	102	140
Williamston Mills (S. C.)	112	112
Wiscassett Mills (N. C.)	125	135
Woodruff Cotton Mills (S. C.)	126	130
Woodside Cotton Mills (S. C.)	95	100
Woodside Cot. Mills (S. C.) Pfd.	95	95 1/2

Quotations Furnished by William S.
Glenn, Broker, Spartanburg, S. C.,
for Week Ending June 21.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	75	75
Aiken Mfg. Co. (S. C.)	85	85
American Spinning Co. (S. C.)	150	150
Anderson Cotton Mills (S. C.)	60	60
Aracadia Mills (S. C.)	96	98
Arkwright Cotton Mills (S. C.)	100	105
Augusta Factory (Ga.)	65	70
Avondale Mills (Ala.)	117	125
Belton Mills (S. C.)	120	120
Brandon Mills (S. C.)	110	110
Brogan Mills (S. C.)	25	25
Cabarrus Cotton Mills (N. C.)	120	130
Chadwick-Hoskins Mfg. Co. (N. C.)	98	98
Chiquola Mfg. Co. (S. C.)	145	145
Clifton Mfg. Co. (S. C.)	107	107
Clifton Mfg. Co. (S. C.) Pfd.	100	100
Clinton Cotton Mills (S. C.)	110	110
Columbus Mfg. Co. (Ga.)	98	98
Converse Co., D. E. (S. C.)	110	110
Courtenay Mfg. Co. (S. C.)	90	95
Dallas Mfg. Co. (Ala.)	100	100
Darlington Mfg. Co. (S. C.)	70	75
Drayton Mills (S. C.)	103	103
Eagle & Phenix Mills (Ga.)	130	130
Eastley Cotton Mills (S. C.)	160	165
Enoree Mfg. Co. (S. C.)	60	65
Enterprise Mfg. Co. (Ga.)	82	90
Exposition Cotton Mills (Ga.)	240	240
Gaffney Mfg. Co. (S. C.)	73	76
Gainesville Cotton Mills (Ga.)	60	60
Glenwood Cotton Mills (S. C.)	112	112
Gluck Mills (S. C.)	95	98
Graniteville Mfg. Co. (S. C.)	160	160
Grendel Mills (S. C.)	115	115
Hartsville Cotton Mill (S. C.)	130	140
Hendetta Mills (N. C.)	160	165
Inman Mills (S. C.)	104	110
King Mfg. Co., J. P. (Ga.)	95	100
Lancaster Cotton Mills (S. C.)	130	140
Lancaster Cot. Mills (S. C.) Pfd.	95	103
Langley Mfg. Co. (S. C.)	96	96
Laurens Mills (S. C.)	120	130
Limestone Mills (S. C.)	140	140
Lockhart Mills (S. C.)	80	90
Lockhart Mills (S. C.) Pfd.	95	100
Loray Cotton Mills (S. C.)	85	101
Marlboro Cotton Mills (S. C.)	80	83
Mills Mfg. Co. (S. C.)	90	100
Molloy Mfg. Co. (S. C.)	97	103
Monaghan Mills (S. C.)	110	115
Monarch Cotton Mills (S. C.)	104	110
Newberry Cotton Mills (S. C.)	105	105
Ninety-six Cotton Mills (S. C.)	125	125
Norris Cotton Mills (S. C.)	115	121
Olympia Cotton Mills (S. C.)	79	90
Orr Cotton Mills (S. C.)	110	110
Pacolet Mfg. Co. (S. C.)	150	150

Pacolet Mfg. Co. (S. C.) Pfd.	100	103
Pelzer Mfg. Co. (S. C.)	150	160
Piedmont Mfg. Co. (S. C.)	172	175
Poe Mfg. Co., F. W. (S. C.)	152	152
Saxon Mills (S. C.)	124	124
Sibley Mfg. Co. (Ga.)	62 1/2	62 1/2
Spartan Mills (S. C.)	125	135
Trion Mfg. Co. (Ga.)	140	140
Tucapau Mills (S. C.)	275	280
Union-Buttalo (S. C.) 1st Pfd.	60	65
Union-Buttalo (S. C.) 2d Pfd.	12	16
Victor Mfg. Co. (S. C.)	115	115
Warren Mfg. Co. (S. C.)	93	95
Washington Mills (Va.)	28	30
Whitney Mfg. Co. (S. C.)	125	140
Wiscassett Mills (N. C.)	125	135
Woodruff Cotton Mills (S. C.)	130	130
Woodside Cotton Mills (S. C.)	95	101
Watts Mills (S. C.)	75	80
Williamston Mills (S. C.)	112	112

Notes and Land Mortgages.

The Texas Loan & Guaranty Co., with headquarters at Houston, Texas, is an organization that has taken advantage of the marvelous development of Texas outlined in a letter by Albert Phenix, staff correspondent, in the MANUFACTURERS' RECORD, issue of January 7, 1909. The opportunity has been created by this company for the investment of outside capital heretofore not available. By the unique plan of the organization a niche in the financial machinery of the State has been filled and a market provided for vendors' lien notes and land mortgages which, under the old plan of offering direct, could not be placed in the financial centers of the East. The plan is the debenture idea in a new form, strengthened by identification with the banking interests of the State, the officers and directors consisting of a number of the strongest and most conservative bankers in Texas. Already the enterprise is on a dividend-paying basis, a demonstration of the soundness of the proposition. Incidentally the value of judicious advertising is shown in the fact that letters containing remittance or requests for further information have been received from Australia, France, the Philippines, Canada, Mexico, Porto Rico, Cuba, Panama and every State in the Union.

New Bank Burglary Policies.

The United Surety Co. of Baltimore is issuing a new form of bank burglary insurance policy, which is particularly designated as the "Star," and which possesses features of distinction that merit careful consideration by everyone desiring such insurance. The company's description of this form of policy contains 14 paragraphs, and all are worth reading, especially for their liberality and fairness. Some of the subjects treated are time of expiration of policy, extension of damage clause, misstatement of description, arbitration of loss, extension of daylight robbery clause, equitable subrogation, night hold-up, negotiable securities covered, privilege of cancellation, standing reward, etc. All individuals, firms or corporations contemplating taking out bank burglary insurance ought not fail to read and consider one of these policies before placing their risks. The company offering the "Star" policies is a well-known institution, which is extending its business upon its merits. Henry G. Penniman is president and Horace Slingluff, Jr., is superintendent of the burglary insurance department.

Bankers' Conventions.

At the annual meeting of the West Virginia Bankers' Association, held at Wheeling, W. Va., June 16 and 17 the following officers were elected for the ensuing year: President, W. B. Irvine, Wheeling; vice-president, James K. Oney, Huntington; secretary, Joseph S. Hill, Charleston; secretary executive committee, Glenn F. Barnes, Fairmont.

A Prosperous Company.

As an evidence of increasing prosperity an official publication of the Maryland Casualty Co. remarks that the first five months of its business this year have been the most prosperous in its history. The

premiums written amounted to \$1,650,576, which, if continued in the same proportion throughout the rest of the year, would approximate a total premium income of about \$4,000,000, which the company has every reason to expect will be the case. The directors recently recommended that a stock dividend of 33 1/3 per cent. be declared at the end of the year if that can be done without reducing the surplus below \$1,000,000.

FINANCIAL CORPORATIONS.

ALABAMA.

Marion, Ala.—J. T. Knight of Sparta, Ga., is reported to be organizing a State bank.

ARKANSAS.

Dardanelle, Ark.—The Dardanelle Bank and Trust Co., capital \$50,000, is reported organized with directors thus: R. C. Bullock, W. A. Jackson, J. M. Nolen, A. B. Cox and J. M. Hughey; T. E. Wilson, president; T. A. Johnson, vice-president; W. D. Cotton, cashier; L. C. Adams, assistant cashier.

Dardanelle, Ark.—The Farmers' Bank & Trust Co., recently incorporated with \$100,000 capital, has elected directors thus: W. L. Lee, president; J. L. Gault, vice-president; W. S. McCarroll, secretary; E. P. Pierce, assistant secretary; L. C. Hall, attorney; Dr. S. E. Miller, R. H. Cunningham, G. L. Wirt, M. B. Howell of Dardanelle, W. M. Kavanaugh of Little Rock, R. C. Compton of Wing, Dr. J. N. George of Birta, A. N. Falls of Danville, W. E. Weeks of Lamar and C. H. Sumption of Conway. Max Kaufman is treasurer.

FLORIDA.

Jacksonville, Fla.—The Fourth National Bank of Jacksonville, capital \$400,000, surplus \$100,000, is being organized by Frank Adams, W. C. Powell of Jacksonville; John H. Powell, vice-president of the Consolidated Naval Stores Co.; Nat Adams of White Springs, and A. M. Watson of Thomasville, Ga. It is stated that E. D. Walter of Brunswick, Ga., will be cashier.

GEORGIA.

Oak Park, Ga.—Official: A State bank, capitalized at \$15,000, is to be established. A. S. Anderson of Millen, Ga., is the principal promoter.

Savannah, Ga.—Official: The Oglethorpe Life Insurance Co. is to be chartered with \$500,000 capital and \$250,000 surplus by W. W. Williamson, F. M. Oliver, G. I. Torgart, Arthur W. Solomon, Hy. Blum, Sr., Hy. Blum, Jr., and others of Savannah, Ga., and Geo. T. Hodgson of Athens, Ga.

Savannah, Ga.—George T. Hodgson of Athens is said to be interested in the life insurance company being organized with \$500,000 capital. Others interested are W. W. Williamson, president, and J. F. Gray, secretary, Chamber of Commerce.

LOUISIANA.

Baton Rouge, La.—The Capital Building and Loan Association is reported organized with directors thus: W. C. Whitaker, president; R. A. Hart, vice-president; J. H. Percy, secretary, and B. B. Taylor, attorney; Joe Gebell, D. S. Dudley, R. J. Rummel, W. K. Brady, Toney Dougherty, N. S. Dougherty and L. P. Amis. The above is officially confirmed.

New Orleans, La.—The Greater New Orleans Homestead Association has organized with an authorized capital of \$5,000,000. Directors: President, T. P. Thompson; first vice-president, Alexander M. Savage; second vice-president, C. L. Keppler; secretary-treasurer, Jos. Dresner; attorney, Henry Mooney; Gordon S. Levy, M. G. Gund, Chas. Janvier, J. A. Grehan, James M. Thomson, H. W. Saunders, C. E. Best, Geo. W. Young, H. W. Ortte, W. C. Lovejoy, Elkin Mosses, H. H. Ruch, J. D. Dresner, John Janvier, W. C. Dufour, David Lemley, F. T. Daunis, J. W. Tucker, W. A. Scott, B. Crunip, Jr., and Jas. A. Malloy.

MISSISSIPPI.

Hickory Flat, Miss.—Official: The Bank of Hickory Flat incorporated; capital \$10,000; J. W. Crawford, president; R. L. Smallwood and F. N. Ross, vice-presidents, and M. H. Henry, cashier. A press report says the directors are J. L. Crawford, W. T. Dixon, G. T. Laws, J. W. Cooper, G. W. Cathart, J. T. Cox and J. M. Welch.

Pascagoula, Miss.—Official: People's Bank of Pascagoula (P. O. Scranton) chartered; capital \$25,000. J. W. Zink, president; Joseph B. Garwood and H. Harding, vice-presidents, and Claude Delmas, cashier; directors, J. W. Zink, B. D. Valverde, R. A. Roberts, C. H. Delmas and R. L. Head.

MISSOURI.

Pilot Grove, Mo.—The Farmers' Bank of Pilot Grove, capital \$10,000, will, it is stated, begin business about July 10. President, P. T. Bock; vice-president, J. Denschle; cashier, A. F. Wolfson; assistant cashier, J. Y. Conway; directors, F. J. Neckerman, J. J. Youngcamp and H. P. Simpson.

Windsor, Mo.—Approved: First National Bank of Windsor, capital \$50,000. Organizers, Ross E. Feaster, John Bowen, R. L. Wilson, F. L. Wheeler and Thomas R. Bowen.

Windsor, Mo.—Approved: The First National Bank; capital \$10,000; organizers, Ross E. Feaster, John Bowen, R. L. Wilson, F. L. Wheeler and Thos. R. Bowen.

NORTH CAROLINA.

Burlington, N. C.—Chartered: The Central Loan & Trust Co., capital \$25,000; J. A. Davidson and others incorporators.

Fuquay Springs, N. C.—Chartered: The Bank of Fuquay; capital \$25,000; organizers, K. B. Johnson, J. Beale Johnson, W. S. Page, J. M. Judd and others.

Greensboro, N. C.—The Dixie Fire Insurance Co. is reported to have taken over the North State Fire Insurance Co. and reorganized with the following officers: President, Ashley Horne; first vice-president, H. B. Bush; second vice-president, George Hackney; secretary, I. W. Rockey; assistant secretary, F. M. Garner.

Thomasville, N. C.—Chartered: The Citizens' Insurance & Realty Co., capital \$10,000. Incorporators, A. H. Ragan and others.

OKLAHOMA.

Hunter, Okla.—Official: The Hunter Exchange, a farmers' union co-operation, and not a bank, as recently reported, has been incorporated for the purpose of buying and selling merchandise at wholesale and retail; capital \$300. J. N. Norton is manager.

Oklahoma City, Okla.—The Oklahoma Bankers' Trust Co., capital \$500,000, has filed articles of incorporation. Incorporators, Joseph O. Moore, St. Louis; E. E. Witter, St. Louis; L. Hawkins, Little Rock, Ark.; F. Morse, Tahlequah; R. L. Putnam, H. H. Smock, V. D. Houston, W. L. Norton and Jasper Sipes, all of Oklahoma City.

Oklahoma City, Okla.—The East Side Building and Loan Association, capital, \$100,000, will, it is stated, make application for a charter. The incorporators are J. J. Culbertson, J. S. Le Clercq, Orin Ashton, J. J. Culbertson, Jr., W. J. Wylie, W. G. Moore, E. A. Dill, Gunnell Moore, G. B. Rittenhouse and B. H. Sands.

Oklahoma City, Okla.—The First State Bank has been incorporated with \$500,000 capital; directors, A. M. Darling, R. S. Williams, H. Helstrom and W. A. Cain, all of Oklahoma, and Grace Darling of Houston, Texas.

Okla., Okla.—The First State Bank of Okla., which succeeds the First National Bank, has elected directors thus: J. W. Edwards, J. M. Norton, A. D. Smith, C. W. Edwards, D. R. Holt, R. R. Jackson and F. B. Rugg; capital \$25,000.

Thomas, Okla.—The Glinners' Mutual Trades Fire Insurance Co. is reported being organized by Stephen Ames and associates.

Wakita, Okla.—Official: The State Bank of Wakita chartered and incorporated; capital \$25,000; directors, C. E. Wetmore, president; E. B. Miller, vice-president; H. A. Bull, cashier; W. S. Perin, P. F. Wright and F. L. Cline-Smith.

SOUTH CAROLINA.

Spartanburg, S. C.—The Spartanburg Mortgage Co. is reported being organized by Wm. A. Law, Jno. A. Law, C. C. Kirby and J. J. Burnett.

St. George, S. C.—The Bank of St. George has perfected its organization by electing the following directors: President, L. A. Klauber; vice-president, Cyrus Mims; general manager, J. B. Johnston; superintendent, M. C. Hall; A. R. Johnston, R. F. Collier and E. J. Dennis.

TENNESSEE.

Huntsville, Tenn.—The Huntsville Banking Co., capital \$10,000, has begun business with James I. Foster, president; A. H. Dolsy, vice-president, and R. H. Whitehead, cashier.

Maynardville, Tenn.—The Union County Bank is reported incorporated with \$10,000 capital by A. W. Carr, W. R. Atkins, G. L. Peters, S. J. Henley, J. P. Hamilton and G. Barber.

Memphis, Tenn.—Incorporated: The Interurban Real Estate, Brokerage & Investment Co. of Shelby county; capital \$25,000; incorporators, H. E. Craft, J. C. Pritchett, Jane Pritchett, Grace Wheeler and Mattie Craft.

Nashville, Tenn.—Approved: The Hermitage National Bank; capital \$300,000; organ-

Izers, N. F. Cheairs, W. M. Cheairs, W. S. Porter, E. S. Brugh and W. J. Cude.

TEXAS.

Barry, Texas.—The Barry State Bank has filed articles of incorporation; capital \$10,000. Incorporators, M. G. Young, R. W. Varnell and J. D. Heaton.

Bartlett, Texas.—The Bartlett State Bank, capital \$50,000, has organized with directors thus: Jacob Isaac, G. A. Lindeman, J. N. L. McCurdy, J. W. Hightower, J. V. Morris, J. C. Hollman, T. W. Talbot, Adolf Schwertner and A. Beckmann.

Ben Arnold, Texas.—The Ben Arnold State Bank is reported organized with \$10,000 capital; directors, A. J. Dossett of Cameron, president; C. W. Strauss, cashier; J. C. Reese, R. D. Brown and H. M. Hefley. The new bank takes over the business of the Bank of Ben Arnold.

Brady, Texas.—Official: L. L. Shield expects to organize a bank at Brady, Texas, and one or two other points.

Hubbard, Texas.—The First State Bank, recently chartered with \$50,000 capital, expects to begin business about July 1 with directors thus: J. M. Johnson, Jr., president; E. Jarvis and J. T. Sanders, vice-president; C. R. Mayfield, cashier; Frank McNeese, W. R. Dean, W. E. Berry, O. E. Taulman and J. L. Wilkes.

Marshall, Texas.—Approved: The National Bank of Marshall; capital \$100,000; organizers, W. L. Martin, T. P. Young, M. E. Parker, M. M. Rains, J. H. Taylor and W. C. Pierce.

Midland, Texas.—Official: L. L. Shield has organized a bank.

Mineral Wells, Texas.—Official: The Crazy Wells State Bank chartered; capital \$30,000; Sidney Webb, president, Bellevue, Texas; R. K. Wylie and C. E. Turner, vice-presidents, and J. W. Conway, cashier, all of Mineral Wells.

Olton, Texas.—The First State Bank chartered; capital \$10,000; incorporators, W. G. Wicker, H. K. Baughn and John R. Jones.

Pendleton, Texas.—The First State Bank, capital \$10,000, expected to begin business about August 1 with directors thus: Dr. J. A. Lynch, W. W. Littlefield, J. J. Spire, W. E. Phillips and S. G. Garth.

Temple, Texas.—Official: A. F. Bentley writes the Manufacturers' Record that steps are being taken to organize a building and loan association, and are opening subscription lists for stock.

VIRGINIA.

Crewe, Va.—The First National Bank has been authorized to begin business; capital \$25,000; T. J. Sowers, president; W. D. Shuffelbarger, vice-president; James C. Pettit, cashier.

Richmond, Va.—Official: The Bureau of Sales and Exchange incorporated; capital \$25,000; directors, Edward S. Evans, president; T. J. King, vice-president, and E. N. Newman, secretary and treasurer.

Suffolk, Va.—The Mutual Building Association is reported organized with \$100,000 capital. Jos. E. B. Holladay is the principal promoter.

WEST VIRGINIA.

Glen Jean, W. Va.—Chartered: The Glen Jean Building and Loan Association; capital \$50,000. Incorporators, W. E. Deegans, Glen Jean; J. P. Chapman, Beury; J. B. Hofmeier, Glen Jean; P. H. Maline, Glen Jean; E. I. Hofmeier and C. P. Calloway, Mt. Hope; A. H. Chuneman, Glen Jean; J. Hugh Miller, Fairmont.

Shinnston, W. Va.—Approved: The First National Bank; capital \$45,000; John A. Fleming, president; Hugh M. Martin, vice-president, and W. I. Booth, cashier. A later report states the bank has been authorized to begin business.

NEW SECURITIES.

ALABAMA.

Athens, Ala.—Defeated: Election June 15 to vote on \$20,000 of school-building bonds.

Birmingham, Ala.—Defeated: Election held in Jefferson county June 19 to vote on \$500,000 for erection of courthouse and jail at Birmingham and \$100,000 for courthouse and jail at Bessemer.

Eutaw, Ala.—Voted: \$12,000 of school-building bonds.

ARKANSAS.

Little Rock, Ark.—All bids received June 17 for the \$365,000 of 5 per cent. 20-40-year St. Francis (Ark.) levee bonds are reported rejected.

FLORIDA.

De Funiak Springs, Fla.—The Manufacturers' Record is informed that the following bonds have been authorized: Water-works, \$12,000; sewerage, \$8000; electric-lights, \$10,000.

Quincy, Fla.—Reported that all bids received June 15 for \$90,000 of 5 per cent. 40-year water, light, school and sewer bonds were rejected, and it is stated they will be disposed of at private sale.

GEORGIA.

Allapaha, Ga.—Voted: \$9000 of 20-year school bonds.

Bainbridge, Ga.—Defeated: Election June 8 to vote on \$115,000 of city hall, school and street bonds.

Columbus, Ga.—Muscogee county is considering the issuing of \$100,000 of road improvement bonds, and not \$1000, as previously reported.

Forsyth, Ga.—Voted: \$15,000 of 6 per cent. 130-year sewer bonds.

Griffin, Ga.—The Robinson-Humphrey Company of Atlanta is reported to have purchased \$30,000 of school, \$30,000 of city hall and \$25,000 of street-improvement bonds.

KENTUCKY.

Ashland, Ky.—The City Council is reported to have authorized an issue of \$100,000 of paving bonds.

Madisonville, Ky.—Voted: \$12,500 of high-school bonds.

LOUISIANA.

St. Bernard, La.—Terre-aux-Boeufs District has, it is reported, voted to levy a five-mill tax and issue \$100,000 of bonds for drainage and irrigation canal in St. Bernard parish.

MARYLAND.

Baltimore, Md.—The next Legislature will be asked to authorize a \$10,000,000 loan for extension of dock system. J. Barry Mahool is Mayor.

Laurel, Md.—The question of holding an election to vote bonds for water and sewerage extension is reported under consideration.

MISSISSIPPI.

Clarksdale, Miss.—Williamson Bros. of Memphis are reported to have purchased at \$47 premium \$50,000 of water-works, paving and other improvement bonds.

Grenada, Miss.—The Grenada Bank is reported to have been awarded \$27,000 of 5 per cent. 20-year school, water, sewer and light bonds at \$325 premium.

Grenada, Miss.—The Grenada Bank is reported to have purchased at a premium \$27,500 of 5 per cent. public improvement bonds.

Gulfport, Miss.—Reported that Harris county proposes to issue \$100,000 of public-road bonds.

Indianola, Miss.—It is reported that Sunflower county proposes to issue \$50,000 of road and bridge bonds.

Indianola, Miss.—Bids will be received until July 5 by the Board of Supervisors of Sunflower county for \$50,000 of 4½ per cent. 20-year county bonds.

Lyon, Miss.—An issue of \$8000 of water-works plant bonds are to be floated, it is reported.

Meridian, Miss.—Reported that an election will soon be held in Bosque county to vote on \$100,000 of bridge and river bonds.

Monticello, Miss.—Bids will be received until 2 P. M. July 6 by B. D. Bishop, Town Clerk, for \$3500 of 6 per cent. 20-year school bonds.

Tupelo, Miss.—June 28 an election is to be held to vote on \$25,000 of bonds in aid of the proposed Tupelo-Pontotoc, Tocopola & Fulton Railway Co.

West Point, Miss.—Seasongood & Mayer of Cincinnati, Ohio, have been awarded the \$17,500 of city hall and \$15,000 of sidewalk 5 per cent. bonds.

MISSOURI.

Farmington, Mo.—Voted: \$50,000 of high-school bonds.

Gallatin, Mo.—Voted: \$32,500 of school bonds.

Mount Washington, Mo.—The H. P. Wright Investment Co. has purchased at \$314.53 premium \$18,000 of 4½ per cent. 20-year school-building bonds.

Ozark, Mo.—Reported that \$3500 of improvement bonds have been sold.

NORTH CAROLINA.

Goldboro, N. C.—Bids will be received until July 15 for \$150,000 of street and sidewalk improvement bonds. Address D. J. Broadhurst, City Clerk.

Laurinburg, N. C.—Bids will be received until 10 A. M. June 28 by the Board of Scot-

land County Commissioners, W. G. Bule, chairman, and John D. McDonald, clerk, for \$50,000 of 6 per cent. road bonds of Stewartsville township and \$30,000 of 6 per cent. road bonds of Williamson township.

Mocksville, N. C.—Bids for the \$30,000 of 5 per cent. 10-20-year Davie county courthouse and jail bonds will be received until noon July 5 by J. F. Moore, register of deeds.

Raleigh, N. C.—The Raleigh Savings Bank has been awarded \$500,000 of bonds for enlargement and equipment of State asylums at 103.

Tarboro, N. C.—Bids will be received until 6 P. M. July 5 for \$30,000 of 5 per cent. water and light bonds. Address John A. Waddell, City Clerk.

Yadkinville, N. C.—Reported that petitions are being circulated in Yadkin county calling for an election to vote bonds in aid of the Statesville Air Line Railroad.

OKLAHOMA.

Boswell, Okla.—Voted: Bonds for school building.

Capitol Hill, Okla.—Defeated: \$45,000 of school-building bonds.

Durant, Okla.—The election to vote on \$10,000 of bridge and \$20,000 of electric-light bonds is to be held June 29.

El Reno, Okla.—John Nuven & Co. of Chicago were awarded at \$165 premium the \$70,000 of 5 per cent. city hall and fire-station bonds.

Grand, Okla.—Defeated: \$35,000 of Ellis county courthouse bonds.

Hobart, Okla.—Reported that an election is to be held to vote on \$30,000 of paving bonds.

Hydro, Okla.—The Columbia Bank & Trust Co. of Oklahoma City is reported to have been awarded the \$25,000 of 6 per cent. 25-year water and light bonds.

Krebs, Okla.—The Columbia Bank & Trust Co. of Oklahoma City is reported to have been awarded \$50,000 of 5 per cent. water-works bonds.

McAlester, Okla.—The Commissioners of Pittsburg county have called an election for August 31 to vote on \$30,000 of courthouse and jail bonds.

Nowata, Okla.—Reported that election called for June 23 to vote on \$195,000 of courthouse, jail and bridge bonds has been postponed until August.

Poteau, Okla.—The Manufacturers' Record is informed that an election will probably soon be called by Le Flore county to vote on bonds for bridge costing \$155,000. S. J. Folsom is County Clerk.

Ryan, Okla.—Voted: \$69,000 of bonds as follows: Water-works, \$45,000; electric lights, \$6000; sewers, \$18,000.

Sapulpa, Okla.—Hoehler & Cummings of Toledo, Ohio, are reported to have purchased \$300,000 of Creek county bonds.

Sayre, Okla.—Reported voted: \$15,000 of electric-light bonds.

Vinita, Okla.—The Manufacturers' Record is informed that an ordinance has been adopted providing for an election August 16 to vote on \$70,000 of Craig county bridge bonds. R. F. Nix is County Clerk.

SOUTH CAROLINA.

Clio, S. C.—The People's Savings Bank is reported to have purchased at par \$5000 of 6 per cent. 5-10-year railroad-aid bonds.

Fort Mill, S. C.—S. A. Kean & Co. of Chicago have been awarded, at \$250 premium, \$10,000 of 5 per cent. school bonds.

Newberry, S. C.—The Manufacturers' Record is informed that bids will be received until June 29, inclusive, for \$40,000 of 4½ per cent. 40-year municipal bonds. M. L. Spearman is chairman.

New Brookland, S. C.—S. A. Keane & Co. of Chicago are reported to have purchased, at \$410 premium, \$10,000 of school bonds.

Rosemary, S. C.—C. H. Coffin of Chicago is reported to have been awarded \$5000 of 6 per cent. 10-20-year school bonds at a premium of \$51.

Waterboro, S. C.—Reported that an election will probably be held to vote on \$20,000 of school bonds.

TENNESSEE.

Binghamton (P. O. Memphis), Tenn.—Approved: \$40,000 of water and sewer bonds.

Brownsville, Tenn.—Reported that the election recently held when \$4000 of school-improvement bonds were voted has been declared invalid.

Chattanooga, Tenn.—Bids will be received until July 17 for \$25,000 of 6 per cent. 20-year bonds of Mission Ridge Taxing District. Robert P. Woodard is president and J. H. Allison secretary.

Chattanooga, Tenn.—Bids will be opened

June 25 for \$3157.92 of 6 per cent. bonds of paving district No. 94.

Cleveland, Tenn.—The Bradley County Court has voted to issue \$100,000 of normal-school bonds, provided the school is located in Cleveland.

Memphis, Tenn.—The Shelby County Court favors the issuing of \$100,000 of State Normal School bonds, provided the school is located in Shelby county. The court also decided to issue \$81,000 of bonds to take up outstanding bridge warrants.

Memphis, Tenn.—Approved: \$1,000,000 of street-improvement bonds.

Memphis, Tenn.—The City Council has passed ordinance providing for the issuing of \$200,000 of 4 per cent. station-house bonds; also \$100,000 for the State Normal School.

Nashville, Tenn.—Reported that an election will be held October 14 to vote on \$500,000 of sewer bonds.

Nashville, Tenn.—Voted: \$300,000 of 4½ per cent. 30-year high-school bonds.

TEXAS.

Ballinger, Texas.—The Security Savings Bank & Trust Co. of Toledo, Ohio, is reported to have been awarded at \$150 premium and accrued interest \$20,000 of 5 per cent. 20-40-year school bonds.

Childress, Texas.—Approved: \$35,000 of 5 per cent. 10-40-year water-works bonds.

Coleman, Texas.—Voted: \$20,000 of 4 per cent. 15-40-year water-works extension bonds.

Corpus Christi, Texas.—Voted: \$75,000 of school-building and \$90,000 of water-works bonds.

Crowell, Texas.—Voted: \$60,000 of Foard county courthouse bonds.

Dallas, Texas.—The election to vote on \$600,000 of bonds for construction of viaduct across the Trinity River is to be held August 3.

Del Rio, Texas.—Bids will be received until July 1 by C. O. Fokes, secretary, for \$30,000 of 5 per cent. 10-year school-building bonds.

Ennis, Texas.—Bids will be received until noon June 23 by T. H. Collier, Mayor, for \$13,000 of 6 per cent. water bonds.

Fort Worth, Texas.—Approved: \$100,000 of North Fort Worth 4½ per cent. 20-40-year improvement bonds. The bonds have been sold.

Fort Worth, Texas.—The County Commissioners of Tarrant county have ordered an election July 17 to vote on \$1,000,000 of 4 per cent. 4-20-year road bonds.

Glenwood, Texas.—Registered: \$23,750 of 5 per cent. school bonds.

Hallettsville, Texas.—It is reported that the \$18,000 of school bonds recently approved will soon be put on the market.

Handley, Texas.—Approved: \$20,000 of 5 per cent. 40-year school bonds.

Houston Heights, Texas.—Coffin & Crawford of Chicago were the purchasers at 105 and interest of the \$20,000 of 5 per cent. 20-30-year school-building bonds.

Luling, Texas.—Voted: \$10,000 of school-building bonds.

Mason, Texas.—Bids will be received until August 3 for \$40,000 of 5 per cent. 10-40-year Mason county courthouse bonds. Address J. T. Banks, county attorney.

Nixon, Texas.—Voted: \$10,000 of school building bonds.

Orange, Texas.—Reported that an election will be held in Orange county July 27 to vote on \$100,000 of bonds for aiding in deepening the Sabine-Neches Canal.

Paris, Texas.—Reported that \$65,000 of 4½ per cent. improvement bonds have been purchased at \$277.25 premium by the City Loan & Trust Co. of Gainesville.

Pleasanton, Texas.—Voted: \$12,000 of school building bonds.

Rotan, Texas.—C. H. Coffin of Chicago is reported to have recently purchased at \$301 premium and accrued interest \$18,000 of 5 per cent. 30-40-year school-building bonds.

San Saba, Texas.—The Manufacturers' Record is informed that \$40,000 of high-school building bonds recently voted are 40-year 5 per cents. John Seiders is secretary School Board.

Seymour, Texas.—Bids will be received by T. H. C. Peery, Mayor, until 11 A. M. July 10 for \$35,000 of 5 per cent. 20-40-year water-works and sewerage bonds.

Sycamore, Texas.—Reported that an election is to be held in Polytechnic Heights independent district to vote on \$7500 of bonds for erection of school at Sycamore.

Sylvester, Texas.—Approved: \$8000 of 5 per cent. 15-20-year school bonds.

[For Additional Financial News, See Page 68.]

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Surplus and Profits, - - - \$900,000
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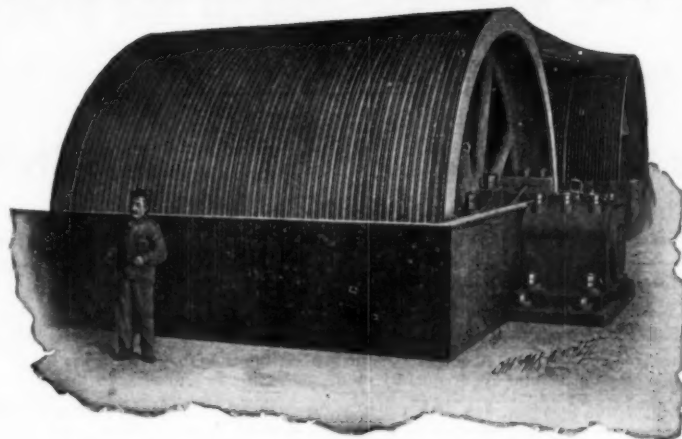
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Teague, Texas.—Approved: \$40,000 of 5 per cent. 10-40-year school bonds.

Temple, Texas.—June 22 city will vote on \$100,000 of water-extension bonds.

Texarkana, Texas.—Approved: \$3000 of street-improvement, \$2500 of fire-station, \$125,000 of school-building and \$5500 of jail 5 per cent. 5-40-year bonds.

VIRGINIA.

Danville, Va.—Reported that an election is to be held to vote on \$75,000 of street and \$25,000 of bridge bonds. It is also stated that \$10,000 of 5 per cent. school-improvement bonds are under consideration.

WEST VIRGINIA.

Grafton, W. Va.—Defeated: Election June 15 to vote on \$75,000 of bonds for improvements and to pay off floating debt.

Kenova, W. Va.—The Manufacturers' Record is informed that bids will be received until noon July 15 by W. G. Smith, C. W. Thomson and F. E. Way, finance committee, for \$40,000 of 5 per cent. 15-30-year street-improvement bonds.

Weston, W. Va.—Defeated: Election June 15 to vote on \$70,000 of 4 per cent. 10-15-year school bonds.

At Tarboro, N. C., bids will be received until 6 P. M. July 5 for \$20,000 of 5 per cent. water and light bonds. Further particulars will be found in the advertising columns.

At Goldsboro, N. C., bids will be received until July 15 for \$150,000 of 40-year street and sidewalk improvement bonds; interest at 4 and 4½ per cent. Further particulars will be found in the advertising columns.

At Newberry, S. C.—Bids will be received on or before June 29 for \$40,000 of 4½ per cent. 40-year municipal bonds. Further particulars will be found in the advertising columns.

At Kenova, W. Va., bids will be received until noon July 15 for \$40,000 of 5 per cent. 15-30-year street-improvement bonds. Further particulars will be found in the advertising columns.

FINANCIAL NOTES.

The Marshall County State Bank at Kingston, Okla., will, it is reported, increase its capital from \$25,000 to \$35,000.

The State Bank Building Co. of Little Rock, Ark., is reported to have increased its capital from \$200,000 to \$500,000.

It is reported that the capital of the Life & Casualty Insurance Co. of Nashville, Tenn., is to be increased to \$150,000.

The conversion of the Hillsboro State Bank of Plant City, Fla., into the First National Bank has been approved; capital \$50,000.

Notice is given that a meeting of the stockholders of the American Bonding Co. of Baltimore, Md., will be held July 7 to decide the question of increasing the capital from \$500,000 to \$750,000. George Cator is president.

The Carolina Paper Pulp Co., Newbern, N. C., is preparing to increase its capital stock to \$750,000 and to issue \$350,000 of 6 per cent. first mortgage gold bonds for improvements and enlargements.

Coal Briquetting.

Investigations undertaken to show the possibility of making satisfactory commercial briquets from low-grade or waste coals, begun at the Louisiana Purchase Exposition in 1904 by the United States Geological Survey, were continued in 1907 and 1908 at Norfolk, Va., the survey's fuel-testing plant having been removed to that place. Two briquetting machines were installed at the Norfolk plant—one of English and one of American make. The briquets made at this plant were tested on locomotives of several railways entering Norfolk and on the United States torpedo-boat Biddle, in comparison with the run-of-mine coal used in making them. These tests were described in Bulletin 363 of the

Geological Survey, and a detailed account of the manufacture of the briquets, written by C. L. Wright, has now been published by the survey as Bulletin 385. Mr. Wright had charge of the plant while the work was done in 1908, and his report includes notes on the binders used, a fully illustrated description of the equipment, details of the physical properties and chemical composition of the briquets made from 16 different coals, and a partial bibliography of recent literature on briquetting. The bulletin may be had without charge on application to the director, United States Geological Survey, Washington, D. C.

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HOUSTON, TEXAS

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